



New Cars™

252
MODELS
RATED

BEST & WORST

**CARS, SUVs
& TRUCKS**

**CARS
OWNERS
LOVE
AND HATE**



ALL-NEW
2020 TOYOTA
HIGHLANDER



RIVIAN R1S

**EVs FOR
EVERYONE**
SUVs, Sedans
& Trucks

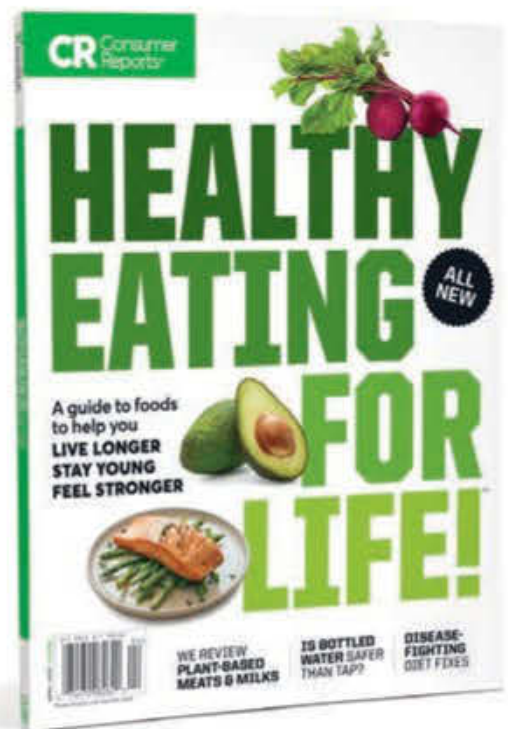
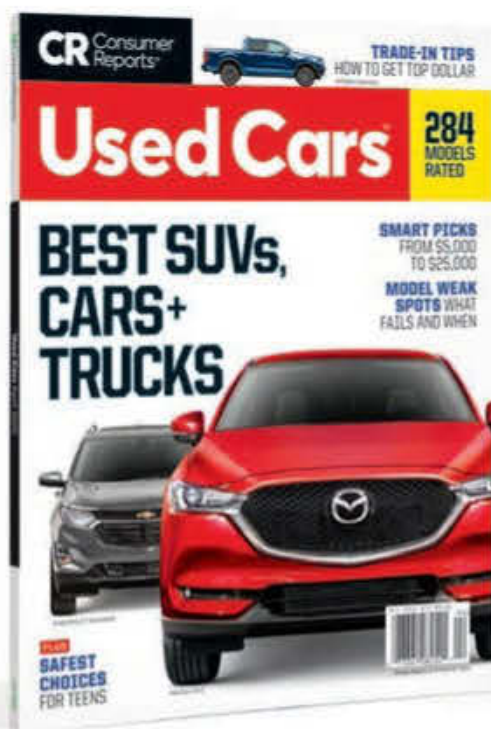
**TIRES THAT
TOP OUR
RATINGS**

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The CR Difference

WHEN YOU'RE BUYING a new car, it can feel like everyone you encounter just wants to sell you something and there's nobody out there you can trust.

CR is here to help! You can rely on our recommendations because we have detailed data that nobody else does.

We conduct exclusive annual reliability surveys of our members to find out which problems cost vehicle owners time and money, and which ones are trouble-free. We also ask owners whether they're satisfied with their vehicle, because the only thing better than a reliable car is a reliable car that owners love, too.

In our 2019 Auto Surveys, we gathered data on about 420,000 cars, trucks, SUVs, minivans, and wagons. But that's not all. Only CR buys its own test vehicles, so when we conduct more than 50 detailed evaluations on a car, we're testing the same one you plan to buy—not a souped-up version that an automaker loaned us so they'd get a good review.

CR is a nonprofit organization, and we don't answer to

automakers or dealers. It's why you won't see any ads from automakers in this magazine, but you will see exclusive test data that you can't get anywhere else.

So rest assured: You've started searching for a new car in the right place. We are proud to have earned your trust.

—CR's Auto Test Team

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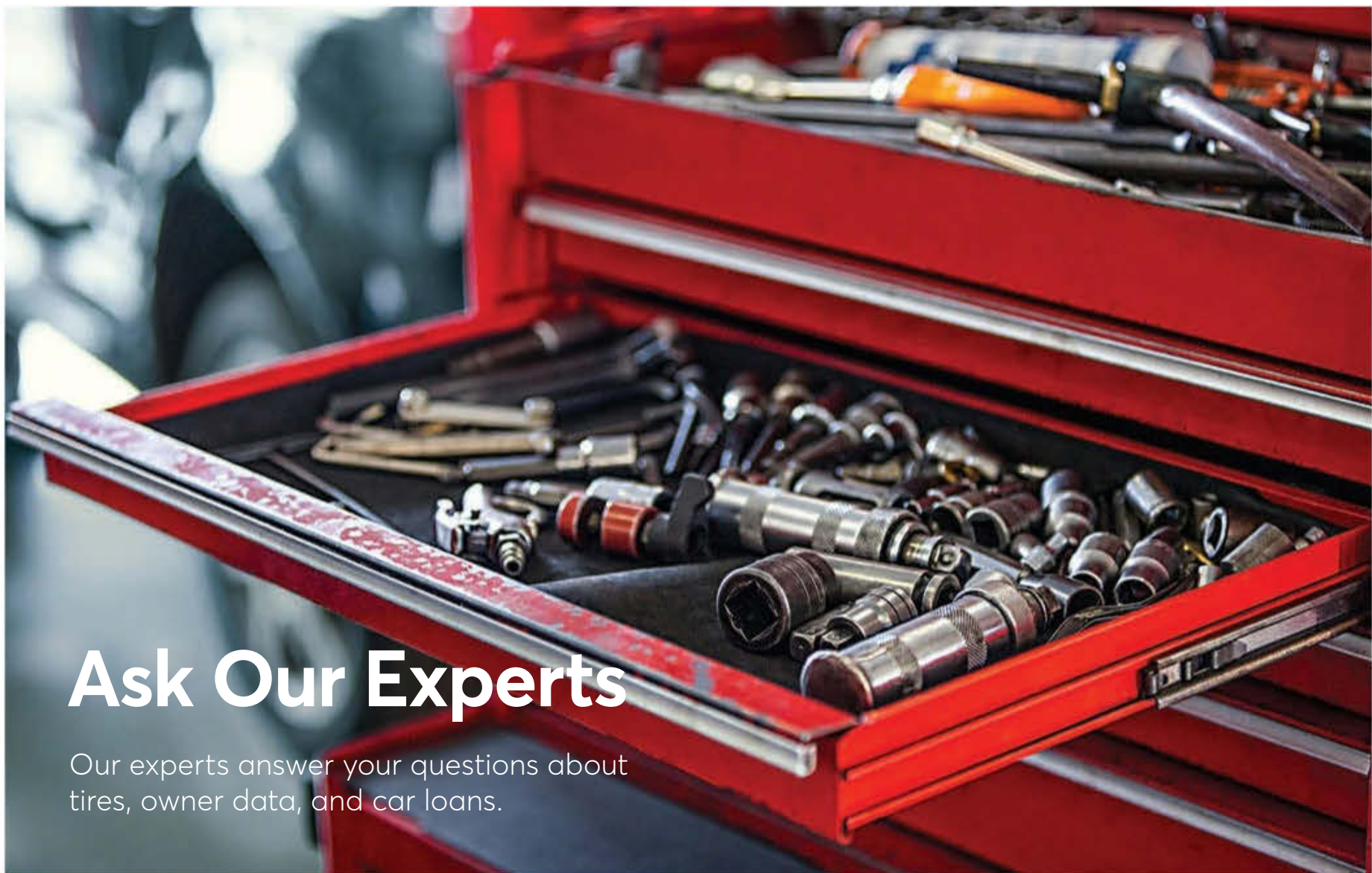
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Ask Our Experts

Our experts answer your questions about tires, owner data, and car loans.

Q. My SUV's warranty has run out, so do I still have to go to the dealership for service?

You can take your vehicle anywhere you want to for out-of-warranty maintenance and repairs, but it's usually less expensive to use an independent mechanic for the work rather than to go to the dealer. In a survey of more than 40,000 CR members, we found that consumers who go to independent mechanics also have a more satisfying experience and are more successful at negotiating a discount than those who go to car repair chains or dealerships. Just make sure you keep your receipts to prove that the work was done. The only case where you must take your vehicle to a dealer is for a recall repair, although it doesn't have to be the same dealer where you purchased the car.

Q. How do I get the best deal and avoid paying too much on a new car loan?

It's most common to finance your purchase through a bank or credit union, or have your financing arranged by the dealer. It's best to go to your bank or credit union first, to see how much money you are qualified to borrow and what the interest rate is. You can also check the financing section on the automaker's website to see whether there are any special deals going on. Then check with the dealer when you are close to buying the car. If the dealer offers you a better interest rate with the same or shorter loan length as the bank, go with that. If the bank loan is better, use it to buy the car.

Q. If I trade in a car for a new one, does the dealer wipe out the GPS and mobile phone information from my old car?
Don't expect this to happen. It's safest for you to be proactive and do it yourself. We've had members email us to say that they bought a used car only to find the previous owners' address was stored in the GPS as "home." We suggest wiping out all saved data, including GPS destinations, sync'd mobile phones, built-in garage door openers, and any music added to an in-car hard drive.

Q. My tire shop says I should use nitrogen in my tires to reduce air loss. But is it worth the \$5 per tire they want to charge me?
The benefits of filling your tires with nitrogen are more theoretical than practical. In our tests, we used pairs of 31 models of all-season tires. One was filled with air and the other with nitrogen, each to 30 psi (pounds per square inch).

72

The most common term in months of both new and used vehicle loans.

SOURCE: Experian.

They were set outdoors for a year, then we checked the pressures at room temperature again. We saw that nitrogen-filled tires lost an average of 2.2 psi, while the air tires lost 3.5. Based on the test, nitrogen retains pressure better than air, but it takes commitment to fill and top off the tires only with nitrogen, or else the benefits are lost. And there's the added expense, too.

START YOUR ENGINES

Exclusive owner satisfaction ratings, plus the newest child seat ratings.



Vehicles That Satisfy Over the Long Haul

The most satisfying vehicles aren't exempt from some annoying aspects.

EVEN CARS THAT make a good first impression at the dealership can become a disappointment over time. That's why Consumer Reports surveys its members, asking them to share their experiences with the vehicles they own, and analyzes that data to help shoppers make informed decisions when buying a new vehicle. After all, the cars, SUVs, and trucks that satisfy their owners are likely to make you happy, as well.

These data make up our reliability and owner satisfaction ratings, which are rolled into the Overall Score that also factors the road test performance and safety. These all play a part in whether CR recommends a vehicle.

Of course reliability and safety are key factors to consider when buying a new car, SUV, or truck. An unreliable vehicle can be very frustrating to own; it can cost you hours of time bringing it back and forth to the dealer, along with potential financial costs if you keep it beyond the warranty period. And owning a vehicle that doesn't have key advanced safety features or perform well in crash tests can potentially put you and your family in harm's way.

The owner satisfaction piece of the puzzle helps buyers tailor their choice by deciding the importance of the different factors we measure.

In order to determine a vehicle's owner satisfaction rating, CR asks members if, considering all factors, they'd buy their car if they had to do it all over again. The responses to that question make up

our owner satisfaction scores for each model in this issue.

We often find that owner satisfaction doesn't always match up with or trend the same way as a vehicle's Overall Score. For example, an expensive SUV or sports car that is also unreliable may still make an owner's pulse race every time they take it for a drive. Similarly, a competent, reliable model that doesn't deliver on its promise—for example, stellar fuel economy—can make owners regret their purchase.

To better understand what makes a car satisfying, we also ask owners to rate their satisfaction with their vehicles in four subfactors: comfort, driving experience, usability of the infotainment system, and value.

For example, if handling and acceleration don't hold much importance to you, driving experience is a factor you can give less priority to. Plus, aside from smaller and inexpensive vehicles, most vehicles will likely give you some driving enjoyment, which can be determined on a careful test drive. But choose a vehicle with an infotainment system that has a high satisfaction rating if connectivity is of key importance. At minimum, pay extra attention to these facets when you take your test drive.

The charts on the following pages are separated into vehicle type and price range. The models listed within each category have the highest or the lowest percentage of owners who definitely would buy the vehicle again.

What This Means for You

In general, we've found that owners will buy a vehicle again if it lives up to its expectations. For example, the Jeep Wrangler, Mercedes-Benz S-Class, and Mazda6 all perform well in the overall "would buy again" category. But, that love isn't unconditional: Each comes with compromise in some way.

CR members who own the Jeep love it: 79 percent would buy it again. But they are less satisfied with its comfort and value. Similarly, the S-Class delivers on its promise of comfort and driving enjoyment. But owners score it low for value.

Sometimes there is a similarity between CR's test results and owners' experience. For example, the Mazda6 performed well overall in our testing and was fun to drive. But its infotainment system is among the most cumbersome and distracting versions on the market, as confirmed by both owner reports and our own testing. Even though satisfaction with the infotainment system is low, owners think the car itself is a good value. The Mazda resulted in a strong overall owner satisfaction rating—74 percent would buy it again.

While owner satisfaction may not be the driving force when choosing a new vehicle, use these results as a guide to help narrow down your choices.

Key Satisfaction Factors

| WOULD BUY AGAIN | |
|-----------------|------------------|
| Make + Model | % Definitely Yes |

| COMFORT | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

SMALL CARS UNDER \$35,000

Toyota Prius



| | |
|--------------------|----|
| Toyota Prius | 83 |
| Toyota Prius Prime | 79 |
| Hyundai Ioniq | 79 |
| Hyundai Elantra GT | 77 |
| Volkswagen Golf | 76 |
| Toyota C-HR | 49 |

| | |
|-----------------|----|
| Mazda3 | 85 |
| Volkswagen Golf | 74 |
| Toyota Corolla | 70 |
| Toyota C-HR | 49 |
| Honda Fit | 38 |

SMALL CARS \$35,000-\$55,000

Tesla Model 3



| | |
|----------------|----|
| Tesla Model 3 | 92 |
| Kia Stinger | 81 |
| Chevrolet Bolt | 78 |
| Genesis G70 | 77 |
| Audi A4 | 77 |
| Acura TLX | 58 |
| Infiniti Q50 | 56 |

| | |
|-------------------|----|
| Audi A4 | 87 |
| Alfa Romeo Giulia | 84 |
| Kia Stinger | 83 |
| Tesla Model 3 | 82 |
| Acura TLX | 78 |
| Chevrolet Bolt | 42 |

MIDSIZE CARS UNDER \$35,000

Mazda6



| | |
|------------------|----|
| Mazda6 | 74 |
| Honda Accord | 73 |
| Toyota Camry | 73 |
| Ford Fusion | 73 |
| Chevrolet Malibu | 56 |

| | |
|------------------|----|
| Ford Fusion | 76 |
| Toyota Camry | 72 |
| Honda Accord | 70 |
| Nissan Altima | 64 |
| Chevrolet Malibu | 63 |

MIDSIZE/LARGE CARS \$35,000-\$55,000

Genesis G80



| | |
|------------------|----|
| Genesis G80 | 81 |
| Lexus ES | 80 |
| Toyota Avalon | 80 |
| Dodge Charger | 77 |
| Chevrolet Impala | 76 |
| Kia Cadenza | 56 |

| | |
|---------------|----|
| Lexus ES | 92 |
| Genesis G80 | 89 |
| Dodge Charger | 88 |
| Chrysler 300 | 87 |
| Kia Cadenza | 68 |

| VALUE | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

| INFOTAINMENT | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

| DRIVING | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

| | |
|--------------------|----|
| Hyundai Elantra | 84 |
| Hyundai Ioniq | 81 |
| Volkswagen Jetta | 78 |
| Toyota Prius | 78 |
| Hyundai Elantra GT | 78 |
| Toyota C-HR | 58 |

| | |
|---------------------|----|
| Hyundai Elantra GT | 73 |
| Kia Soul | 71 |
| Honda Civic | 45 |
| Mini Cooper Clubman | 42 |
| Honda Fit | 40 |
| Toyota Prius Prime | 39 |

| | |
|--------------------|----|
| Hyundai Elantra GT | 84 |
| Volkswagen Golf | 84 |
| Kia Soul | 82 |
| Toyota Prius | 81 |
| Toyota Corolla | 80 |
| Honda Fit | 59 |
| Kia Niro | 55 |

| | |
|-------------------|----|
| Kia Stinger | 87 |
| Genesis G70 | 81 |
| Buick Regal | 77 |
| Alfa Romeo Giulia | 77 |
| Audi A3 | 51 |
| BMW i3 | 45 |
| BMW 3 Series | 39 |

| | |
|-------------------|----|
| Kia Stinger | 85 |
| Tesla Model 3 | 84 |
| Genesis G70 | 72 |
| Chevrolet Bolt | 48 |
| Acura TLX | 45 |
| Infiniti Q50 | 42 |
| Alfa Romeo Giulia | 30 |

| | |
|-------------------|----|
| Tesla Model 3 | 98 |
| Kia Stinger | 96 |
| BMW i3 | 94 |
| Alfa Romeo Giulia | 93 |
| Audi A4 | 91 |

| | |
|------------------|----|
| Mazda6 | 79 |
| Ford Fusion | 77 |
| Honda Clarity | 75 |
| Kia Optima | 75 |
| Honda Accord | 74 |
| Chevrolet Malibu | 66 |
| Nissan Altima | 66 |

| | |
|---------------|----|
| Ford Fusion | 70 |
| Honda Clarity | 46 |
| Mazda 6 | 40 |
| Toyota Camry | 39 |

| | |
|------------------|----|
| Honda Accord | 85 |
| Mazda6 | 81 |
| Toyota Camry | 79 |
| Chevrolet Malibu | 78 |
| Ford Fusion | 76 |

| | |
|------------------|----|
| Genesis G80 | 85 |
| Chrysler 300 | 77 |
| Chevrolet Impala | 74 |
| Toyota Avalon | 72 |
| Dodge Charger | 60 |
| Nissan Maxima | 60 |

| | |
|---------------|----|
| Dodge Charger | 80 |
| Nissan Maxima | 72 |
| Lincoln MKZ | 71 |
| Kia Cadenza | 52 |
| Lexus ES | 49 |

| | |
|------------------|----|
| Dodge Charger | 92 |
| Nissan Maxima | 92 |
| Genesis G80 | 91 |
| Lexus ES | 88 |
| Chevrolet Impala | 88 |
| Kia Cadenza | 64 |

Key Satisfaction Factors

| WOULD BUY AGAIN | |
|-----------------|------------------|
| Make + Model | % Definitely Yes |

| COMFORT | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

CARS OVER \$55,000

Tesla Model S



| | |
|-----------------------|----|
| Tesla Model S | 87 |
| Genesis G90 | 84 |
| Lincoln Continental | 77 |
| Mercedes-Benz S-Class | 76 |
| Audi A6 | 76 |
| Lexus LS | 51 |

| | |
|-----------------------|----|
| Mercedes-Benz S-Class | 92 |
| Genesis G90 | 91 |
| Audi A6 | 85 |
| BMW 5 Series | 84 |
| Tesla Model S | 84 |

SMALL SUVs UNDER \$35,000

Subaru Forester



| | |
|------------------|----|
| Subaru Forester | 81 |
| Subaru Crosstrek | 77 |
| Mazda CX-5 | 75 |
| Chevrolet Trax | 49 |
| Mazda CX-3 | 48 |
| Jeep Compass | 47 |
| Jeep Renegade | 45 |

| | |
|-------------------|----|
| Subaru Forester | 77 |
| Mazda CX-5 | 76 |
| Volkswagen Tiguan | 72 |
| Jeep Renegade | 42 |
| Chevrolet Trax | 42 |
| Honda HR-V | 41 |
| Mazda CX-3 | 37 |

SMALL SUVs \$35,000-\$55,000

Volvo XC40



| | |
|------------------------|----|
| Volvo XC40 | 83 |
| Mini Cooper Countryman | 78 |
| BMW X3 | 75 |
| Audi Q5 | 72 |
| BMW X1 | 46 |
| Mercedes-Benz GLA | 41 |

| | |
|--------------------|----|
| Volvo XC40 | 87 |
| Alfa Romeo Stelvio | 87 |
| Volvo XC60 | 87 |
| Acura RDX | 82 |
| BMW X3 | 82 |
| BMW X1 | 55 |
| Mercedes-Benz GLA | 50 |

MIDSIZED/LARGE SUVs \$35,000-\$55,000

Kia Telluride



| | |
|-------------------|----|
| Kia Telluride | 90 |
| Hyundai Santa Fe | 82 |
| Subaru Ascent | 81 |
| Jeep Wrangler | 79 |
| Honda Passport | 78 |
| Infiniti QX60 | 49 |
| Nissan Pathfinder | 48 |

| | |
|------------------|----|
| Kia Telluride | 97 |
| Lincoln Nautilus | 92 |
| Dodge Durango | 86 |
| Subaru Ascent | 85 |
| Lexus RX | 85 |
| Jeep Wrangler | 65 |

| VALUE | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

| | |
|-----------------------|----|
| Genesis G90 | 88 |
| Lincoln Continental | 72 |
| BMW 5 Series | 50 |
| Mercedes-Benz S-Class | 50 |
| Mercedes-Benz E-Class | 48 |
| Lexus LS | 46 |

| INFOTAINMENT | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

| | |
|-----------------------|----|
| Tesla Model S | 84 |
| Genesis G90 | 82 |
| Mercedes-Benz E-Class | 53 |
| Lexus GS | 52 |
| Volvo S90 | 50 |
| Lexus LS | 44 |

| DRIVING | |
|--------------|------------------|
| Make + Model | % Very Satisfied |

| | |
|-----------------------|----|
| Tesla Model S | 99 |
| Mercedes-Benz S-Class | 95 |
| Genesis G90 | 93 |
| Audi A6 | 91 |
| Lexus GS | 90 |
| Lexus LS | 68 |

| | |
|----------------------|----|
| Hyundai Kona | 76 |
| Subaru Forester | 76 |
| Mazda CX-5 | 75 |
| Subaru Crosstrek | 74 |
| Mitsubishi Outlander | 56 |
| Mazda CX-3 | 55 |
| Jeep Renegade | 46 |

| | |
|--------------|----|
| Hyundai Kona | 71 |
| Honda HR-V | 35 |
| Mazda CX-3 | 30 |

| | |
|-----------------|----|
| Mazda CX-5 | 79 |
| Subaru Forester | 77 |
| Honda CR-V | 75 |
| Toyota RAV4 | 72 |
| Jeep Compass | 49 |
| Jeep Renegade | 46 |

| | |
|--------------------|----|
| Alfa Romeo Stelvio | 78 |
| Volvo XC40 | 72 |
| Infiniti QX50 | 49 |
| BMW X1 | 48 |
| Jaguar F-Pace | 46 |

| | |
|--------------------|----|
| BMW X3 | 71 |
| Mercedes-Benz GLC | 40 |
| Acura RDX | 39 |
| Lexus NX | 37 |
| Alfa Romeo Stelvio | 30 |
| Jaguar F-Pace | 19 |

| | |
|--------------------|----|
| Jaguar F-Pace | 95 |
| Alfa Romeo Stelvio | 93 |
| BMW X3 | 90 |
| Volvo XC40 | 89 |
| Mercedes-Benz GLA | 88 |
| Buick Encore | 60 |

| | |
|------------------|----|
| Kia Telluride | 89 |
| Hyundai Santa Fe | 82 |
| Subaru Ascent | 76 |
| Dodge Durango | 71 |
| Jeep Wrangler | 53 |

| | |
|--------------------|----|
| Kia Telluride | 84 |
| Hyundai Santa Fe | 79 |
| Chevrolet Traverse | 77 |
| Nissan Pathfinder | 44 |
| Mazda CX-9 | 41 |
| Infiniti QX60 | 41 |

| | |
|------------------|----|
| Kia Telluride | 92 |
| Lincoln Nautilus | 86 |
| Mazda CX-9 | 86 |
| Subaru Ascent | 85 |
| Dodge Durango | 85 |
| Toyota 4Runner | 58 |

Get Smart About Car Seats

Recent recalls of infant inclined sleepers have some parents worried that babies falling asleep in car seats might be dangerous, too. Our experts explain.

✓ Chicco
KeyFit 30
Infant Car
Seat \$200

84

OVERALL
SCORE



INSIDE
CR'S LABS

Jen Stockburger,
CR's director of car
seat testing, installs
an infant seat at the
proper recline angle.

MORE THAN 5 MILLION infant inclined sleepers, including the Fisher-Price Rock 'n Play Sleeper, were recalled last spring after a Consumer Reports investigation linked them to dozens of deaths. Consumer Reports has been working to get all inclined sleepers—now associated with 73 deaths—banned. That prompted some CR readers to ask whether car seats pose a similar risk, because many also have an incline.

Sleeping on an incline does pose risks, as it can cause an infant's head to tilt forward, chin to chest, and compress the airway, increasing the risk of suffocation, says Emily A. Thomas, Ph.D., an automotive safety engineer at CR and an expert in pediatric biomechanics. That can happen because infants don't have the neck strength to keep their head up on their own. "But there are crucial differences between inclined sleepers and car seats," Thomas says.

First, infant car seats—which are all rear-facing, the safest position for a baby in a crash—have a five-point harness system. The snug harness helps keep infants upright and from moving into a position that could block their airway. "Infant car seats have been designed and tested not only to protect your baby in a collision but also to ensure that if your baby does fall asleep in the seat, the risks of slumping down, chin to chest, and blocking airflow, are low," Thomas says.

Second, the incline angle in rear-facing car seats has been tested extensively by car seat manufacturers and government regulators, which was not the case with inclined sleepers such as the Rock 'n Play Sleeper. The design of car seats balances protection of a baby's head and spine in a collision with a recline angle that keeps the head from falling forward, Thomas says.

And last, unlike the Rock 'n Play Sleeper and similar products, car seats



WHAT TO KNOW BEFORE YOU BUY

KNOW YOUR CHILD Keep track of your child's height and weight. These factors, along with age, will determine the type of car seat you need. Health problems that affect muscle control or breathing, such as cerebral palsy and muscular dystrophy, can also affect your choice.

KNOW YOUR CAR Check the child-safety sections of your vehicle owner's manual, and study up on relevant features such as the car's seat belt and anchoring hardware that allow you to attach a car seat to the vehicle. That anchoring system is known as LATCH (Lower Anchors and Tethers for Children).

KNOW YOUR STORES Choose a retailer that accepts returns. Some car seats are not compatible with the backseat cushion angle or seat belt placement in some cars, so you may find that you need to return your car seat if it isn't a good fit for your car.

KNOW YOUR SEAT'S EXPIRATION DATE Yes, car seats have one, typically between six and 10 years. Do not use an expired car seat, because it might not provide as much protection, include the latest safety features, or be tested to the most current standards. It's especially important to find out the year a car seat was manufactured—and whether it was involved in a crash—if you are considering buying a secondhand seat or using a hand-me-down.

are not marketed specifically for infant sleep. Instead, car seats—even those that you can remove from a vehicle to lock into a stroller—are designed for safe travel.

"While the risks of sleeping on an incline are serious, they are vastly outweighed by the protection a well-designed and properly installed car seat offers in a crash," Thomas says.

Proper Use of Car Seats

■ Stay rear-facing as long as possible.

That means until the child reaches the seat's height or weight restriction, which could be up to age 4. Rear-facing seats should be at a 30- to 45-degree angle. "Most manufacturers provide a label or a bubble indicator to show you how to position the seat," says Sarah Haverstick, a certified child passenger safety instructor at Evenflo, which makes car seats.






■ Buckle up the five-point harness.

That helps prevent injuries and ejections during crashes, says Jennifer Stockburger, head of car seat testing at CR. Even during uneventful drives, the five-point harness keeps babies from sliding down or rolling over or onto their side, which could lead to suffocation. If you use a positioner such as an infant insert to help babies fit more securely, "use only what is approved for and provided by your car seat manufacturer," Haverstick says. Others might not perform properly in a crash or support the baby's head enough to allow airflow.

■ **Monitor your child.** Check on your child when in the car seat, and periodically stop to let your baby stretch, Stockburger says. If your baby is sleeping when you get to your destination, don't loosen the harness and let him sleep unattended. He could become entangled in the straps or turn and cut off airflow. Instead, move him to a safe sleeping space, such as a firm, flat crib or bassinet.

WHICH KIND OF CAR SEAT IS RIGHT FOR YOUR CHILD?

The first three seats below are best for most families: an infant seat for your baby's first year, a convertible until age 5 or 6, and a belt-positioning booster until your child fits your car's seat belt alone. The other two seats can be good choices for some people—for example, an all-in-one for a caregiver who occasionally travels with children and a toddler booster/combination seat for parents who want to pass a convertible to a younger sibling.

| | | | | |
|---|--|---|---|--|
|  |  |  |  |  |
| INFANT SEAT | CONVERTIBLE SEAT | BELT-POSITIONING BOOSTER SEAT | ALL-IN-ONE SEAT | TODDLER BOOSTER/ COMBINATION SEAT |
| CHILD'S WEIGHT 4 to 35 pounds | CHILD'S WEIGHT 5 to 50 pounds when rear-facing and 20 to 85 pounds when forward-facing | CHILD'S WEIGHT 30 to 120 pounds | CHILD'S WEIGHT 4 to 50 pounds when rear-facing, 20 to 80 pounds when forward-facing, and 30 to 120 pounds in belt-positioning booster mode | CHILD'S WEIGHT 22 to 90 pounds in harness mode and 30 to 120 pounds in belt-positioning booster mode |
| Infant car seats, which are rear-facing only, are best for babies from birth to age 1. They can also be used for children up to age 2 if they meet the seat's height and weight requirements. But CR's testing shows that a convertible seat may offer added head protection for babies 1 year or older. And though some infant seats are designed for babies weighing up to 35 pounds, most children outgrow the height limit first. These seats attach to a base installed in the car and can be removed to serve as an infant carrier or snapped into a compatible stroller. | Convertible seats are typically best for children between ages 1 and 3 when in the rear-facing position, and for children ages 3 through 6 when forward-facing. The seats may also be used for kids of other ages if they fit the seat's height and weight limits. These seats are good options for several reasons. CR's tests show that convertible seats, when rear-facing, offer better head protection for children 1 year and older than do infant seats. And they allow kids to stay rear-facing longer. When your child reaches the height or weight limit of the rear-facing mode, the seat can be turned forward-facing. | These seats, which raise children up so that a car's seat belt fits correctly, should be used after a child outgrows a convertible seat, generally around age 6. Boosters should be used until a child is tall enough (4 feet, 9 inches) to properly fit just the car's seat belt, typically sometime between ages 8 and 12. These seats come in three main styles: high-back, backless, and models that can convert from high-back to backless. CR recommends using boosters in high-back mode: That better positions the shoulder seat belt and provides some side-impact protection. | All-in-one seats can serve as a child's car seat from birth up to age 12, providing good value. But CR's tests have found that by trying to do too much, they don't do any single task all that well. These seats also lack the convenience of a detachable carrier, are usually large, and might not fit smaller babies or small cars well. Still, they make good backup seats and may work well for caregivers who only occasionally drive with children in their cars. | These seats, which are forward-facing only, can be used with a harness or, with the harness removed, as a booster using just the car's own seat belt. Harness mode is best for kids who are at least 2 years old until about age 6. After that, children can sit in booster mode until they are tall enough (4 feet, 9 inches) to go without a booster, typically between ages 8 and 12. These seats are safe for kids who have outgrown a rear-facing seat but aren't ready for a belt-positioning booster, and can be an option if you need to pass a convertible seat to a younger sibling. |

Ratings ➤ **Buckle Up!** Our experts rate five types of car seats so that you can find the safest and most easy-to-use model for your family.



| Brand + Model | Overall Score | Price | Test Results | | | | | | | |
|--|---------------|-------|--|-------------|-------------------|------------------|----------------------|---------------------|-------------------------|-----------------------|
| | | | Crash protection/ structural integrity | Ease of use | Fit to Vehicle | | | | | |
| | | | | | Rear-facing LATCH | Rear-facing Belt | Forward-facing LATCH | Forward-facing belt | Booster fit (with back) | Booster fit (no back) |
| INFANT | | | | | | | | | | |
| ✓ Chicco KeyFit | 86 | \$160 | Best | ⬆ | ⬆ | ⬆ | | | | |
| ✓ Chicco KeyFit 30 | 84 | \$200 | Better | ⬆ | ⬆ | ⬆ | | | | |
| ✓ Graco SnugRide SnugLock 35 DLX | 83 | \$200 | Better | ⬆ | ⬆ | ⬆ | | | | |
| ✓ Graco SnugRide SnugLock 35 Elite | 83 | \$200 | Better | ⬆ | ⬆ | ⬆ | | | | |
| ✓ Chicco Fit2 | 80 | \$280 | Better | ⬆ | ⬆ | ⬆ | | | | |
| ✓ Combi Shuttle | 77 | \$150 | Better | ⬆ | ⬆ | ⬆ | | | | |
| ✓ Uppababy Mesa | 77 | \$300 | Better | ⬆ | ⬆ | ⬆ | | | | |
| CONVERTIBLE | | | | | | | | | | |
| ✓ Britax Boulevard ClickTight | 85 | \$345 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | | |
| ✓ Britax Marathon ClickTight | 85 | \$280 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | | |
| ✓ Chicco NextFit Zip | 82 | \$300 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | | |
| ✓ Nuna Rava | 82 | \$450 | Better | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | | |
| 💰 Cosco Scenera Next | 74 | \$50 | Better | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | | |
| 💰 Evenflo SureRide | 74 | \$100 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | | |
| HIGH-BACK TO BACKLESS BOOSTER | | | | | | | | | | |
| 💰 Evenflo Big Kid Sport (model number starting with 319) | 75 | \$30 | Pass | ⬆ | | | | | ⬆ | ⬆ |
| 💰 Evenflo Big Kid Sport (model number starting with 365) | 75 | \$30 | Pass | ⬆ | | | | | ⬆ | ⬆ |
| ✓ Nuna Aace | 72 | \$200 | Pass | ⬆ | | | | | ⬆ | ⬆ |
| ✓ Chicco KidFit | 70 | \$100 | Pass | ⬆ | | | | | ⬆ | ⬆ |
| ALL-IN-ONE | | | | | | | | | | |
| 💰 Graco Milestone | 79 | \$230 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | |
| ✓ Graco 4Ever | 75 | \$300 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | |
| 💰 Evenflo Symphony (With SureLATCH) | 72 | \$200 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | |
| Evenflo SafeMax All-in-One | 64 | \$280 | Best | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | ⬆ | |
| TODDLER BOOSTER/COMBINATION | | | | | | | | | | |
| ✓ Graco Nautilus SnugLock LX | 82 | \$205 | Better | ⬆ | | | ⬆ | ⬆ | ⬆ | |
| 💰 Cosco Highback Booster | 75 | \$42 | Best | ⬆ | | | ⬆ | ⬆ | ⬆ | |
| 💰 Evenflo Maestro Sport | 73 | \$75 | Best | ⬆ | | | ⬆ | ⬆ | ⬆ | |
| ✓ Graco Nautilus 65 LX | 72 | \$170 | Better | ⬆ | | | ⬆ | ⬆ | ⬆ | |

➤ All-Access and Digital members can find the latest, complete ratings at [CR.org/carseats](https://www.consumerreports.org/carseats).

HOW WE TEST: Overall Score is based on the performance of the product in all our tests. To assess **Crash protection/ structural integrity**, we simulate a

35-mph frontal collision with standard child-sized dummies to evaluate potential injuries and whether the seat remains intact. Models are rated Basic, Better, or

Best. High-back to backless boosters are assessed on a pass-fail basis. **Ease of use** is an assessment of a seat's instructions, features, and how easy it is to make

adjustments. **Fit to Vehicle** evaluates the ability to securely and correctly install each seat using seat belts and LATCH systems in a variety of vehicles.

ON THE ROAD

What we're testing, New EVs, and SUVs under \$35,000 with standard safety features.

What We're Testing at Our Track

We buy every car we test, and we test every car thoroughly. Here are our first impressions of the cars, trucks, and SUVs we're currently evaluating.



HYUNDAI SONATA

This affordable sedan impresses with a roomy cabin and standard advanced safety features.

THE REDESIGNED 2020 Sonata midsize sedan leaves behind the upright profile of its predecessor for the stylish silhouette of the Sonata of two generations ago. It's cloaked in sleek sheet metal that gives it a sporty look. In our first drive of the new Sonata, we've found that it handles well, has plenty of power, and is quite roomy.

We bought an SEL trim, with a 2.5-liter four-cylinder engine and eight-speed automatic transmission. This version is expected to be the most commonly sold. In addition, we rented a Sonata Limited 1.6T from Hyundai so that we could get impressions of its 1.6-liter four-cylinder turbo engine and all the features that are available.

What We Like ... So Far

We're impressed with the 2.5-liter engine. It's happy to putter around town, yet can also deliver strong acceleration. The transmission shifts smoothly and promptly. The engine is never loud or obnoxious, even under full acceleration.

The 1.6-liter turbo has no horsepower advantage, but it delivers its muscle at lower revs, meaning drivers don't have to mash the throttle to get usable power. Plus, it doesn't suffer from a noticeable lag when taking off from a stop.

The cabin is quite roomy. Drivers of all heights have been able to find a comfortable seating position.

Rear-seat passengers have generous legroom to stretch out. And headroom is good, despite the Sonata's sloping roofline.

Handling is responsive. The steering responds quickly, and the body remains stable and tied down, making the sedan nimble for the class.

The main controls are very



simple to use. Climate system adjustments are made via knobs and solid-feeling buttons. The text used with the 8-inch touch screen are close at hand and easy to read, and there are knobs for volume and tuning.

We like that forward collision warning (FCW), automatic emergency braking (AEB) with pedestrian detection, lane departure warning (LDW), and lane keeping assist (LKA) are standard.

What We Don't

The 2020 Hyundai Sonata can't match the plush ride of its Honda, Subaru, and Toyota competitors. The ride is rather stiff, transmitting bumps and potholes to the cabin. Some buyers may find this to be a problem.

Though most controls are excellent, operating the push-button gear selector requires extra concentration and attention from the driver to use. It forces them to look down to ensure the proper button is pushed and engaged, which makes it a challenge to smoothly and expeditiously back in or out of parking spots.

The 10.25-inch touch screen that's on the SEL Plus and Limited trims uses only one knob, which controls

volume levels. Tuning is handled by two buttons that are far away, closer to the passenger side of the display. The two-knob setup that's used with the smaller screen is far more user-friendly.

The rear-seat bottom cushion is low and flat, and fails to provide much leg support.

CR's Take

The Sonata may be the deal of the new decade. Our test car is incredibly well-equipped for the price, particularly with its standard safety equipment, heated seats, and remote start. Add a roomy cabin and attractive design details, and the Sonata may challenge the top midsize sedans.

WHAT WE BOUGHT

MODEL SEL

PRICE \$26,670

ENGINE 191-hp, 2.5-liter four cylinder

TRANSMISSION 8-speed automatic

DRIVE WHEELS Front

HYUNDAI VENUE

A touch of style helps this little car stand out.



THE ALL-NEW VENUE is one of the smallest, most affordable front-wheel-drive vehicles on the market. Based on the subcompact Accent sedan, the Venue has clever design cues that help it cut a more attractive SUV-like profile than most models in its class.

Those who live where snow tends to fall should know that the Venue doesn't offer all-wheel drive. The Venue's closest competitor is the front-wheel-drive Nissan Kicks.

We purchased an SEL trim Venue for our test program, and these are our first impressions.

What We Like ... So Far

The steering is responsive, and handling is poised in

around-town driving. Despite the Venue's raised ride height, we didn't notice much body lean in curves. Our drivers enjoyed pushing it on winding rural roads, though nobody would confuse the Venue with a sports car.

The Venue is shorter than almost any vehicle on sale—only the Mazda Miata and Mini Cooper are shorter—which makes it easy to park in small spaces. Yet Hyundai did a great job maximizing space.

Up front, there's tons of headroom and legroom. Rear passengers won't be able to stretch out their legs, but they won't feel cramped, either. There are plenty of nooks and crannies for wallets and phones, the cargo hold is impressive for a vehicle this size, and there's even a spare tire beneath the movable cargo floor.

Despite its focus on style, the Venue's controls are decidedly unfussy. The majority of frequently used features are controlled by big, well-labeled buttons and knobs. The easy-to-use 8-inch touch screen in the middle of the dash is a close reach for the driver and front passenger, and it's also compatible with Android Auto and Apple CarPlay.

We like that FCW, AEB with

pedestrian detection, LDW, and LKA are standard.

What We Don't

Our drivers complained that the engine struggled when they were merging onto highways, heading up steep hills, and accelerating from a stop onto busy main roads. It did feel plenty sprightly on country roads, though.

We definitely noticed significant wind noise as soon as we took the Venue onto the highway. Buzzy engine noise is apparent under heavy acceleration, but at least the CVT did a pretty good job mimicking the "shifts" of a traditional transmission instead of emitting a persistent and loud hum.

As is the case with many budget, subcompact cars, the Venue does a poor job of isolating occupants from the feeling of the road underneath its wheels. Our drivers noticed the stiff, choppy, and jostling ride on nearly every road.

BSW isn't available on the entry-level SE trim, and it's bundled in the \$1,150 Convenience package on the SEL trim. Hyundai forces buyers to get that package if they want the \$1,750 Premium package, which includes heated seats.

CR's Take

At first glance, it's obvious that the Venue has more presence and more style than expected from such a small, inexpensive vehicle.

Though the Venue is aimed at younger buyers who care about fashion, fun, and frugality, the little Hyundai also packs practicality in a small package. We predict that blend will make it popular with drivers of all ages.



WHAT WE BOUGHT

MODEL SEL

PRICE \$20,720

ENGINE 121-hp, 1.6-liter four-cylinder

TRANSMISSION Continuously variable transmission

DRIVE WHEELS Front

MAZDA CX-30

A luxurious cabin and refined driving experience separate this SUV from the crowd.

THE ALL-NEW CX-30 fills the gap between the subcompact CX-3 and compact CX-5 SUVs. It's based on the Mazda3 but gives buyers a more elevated driving position.

Prices span from \$21,900 for the base front-wheel-drive version up to \$29,600 for a well-equipped Premium with all-wheel drive. All four trims come with a four-cylinder engine mated to a six-speed automatic transmission and can be configured with front- or all-wheel drive.

Before we bought our own CX-30, we rented one from Mazda to get an early experience with it.

What We Like ... So Far

The top-level Premium features tasteful stitching and generous padding on the dash and door panels, plenty of chrome and glossy black trim, and solid-feeling controls. But the low-rent headliner feels like little more than a notch above cardboard.

Both road and wind noise are nicely squelched. Though we aren't overly fond of the engine's rather wheezy note during hard acceleration, it's pretty subdued compared with many subcompact SUVs.



Most drivers said that the driving position suits them well. The seat is higher than found in most cars, and this affords a decent view out over the hood. We also like the well-placed, padded armrests, and that the side of the center console where the driver's right knee might rest is padded.

Though the engine needs to be revved up pretty high on the tachometer to move with any alacrity, the engine and transmission are well-matched partners. The transmission downshifts quickly, and most shifts are smooth.

Even though the SUV isn't overly sporty, the chassis remains steady and tied-down in spirited driving. Ride quality isn't that punishing, but rougher back roads will reveal a jiggly quality, and kicks from larger bumps are pronounced.

The CX-30 comes standard with FCW, AEB with pedestrian detection, LDW, and LKA.

What We Don't

Mazda's infotainment system has a steep learning curve, and the rotary controller on the center console forces drivers to make multiple twists and taps to complete many simple tasks. At least Android

Auto and Apple CarPlay are standard on all versions except the base model.

Side and rear visibility are particularly limited. The B-pillars are thick and quite difficult for the driver to see around when changing lanes or pulling out into traffic. The side windows are also quite chopped, which lessens the overall glass area, and the rear-most pillars are exceptionally chunky.

Opening the rear door reveals a small entryway that forces a lot of contorting just to get in. Once situated, knee room and shin room are very confined by the front seats. Headroom and foot room are decent.

We don't like that BSW and RCTW aren't available on the base CX-30 trim, although both are standard on higher trims.

CR's Take

In most respects, we enjoy driving the CX-30. It has a quiet cabin, refined drivetrain, and high-quality interior, putting it a step above subcompact competitors. City dwellers will like how easy it is to park, but if you need adult-friendly rear-seat space, you'll want to step up to a larger compact SUV at a comparable price.



WHAT WE BOUGHT

MODEL Preferred AWD
PRICE \$28,645
ENGINE 186-hp, 2.5-liter four-cylinder
TRANSMISSION Six-speed automatic
DRIVE WHEELS All

TOYOTA HIGHLANDER

Evolved midsize SUV shows improvements but faces tougher competition.

THIS REDESIGNED HIGHLANDER has numerous updates that make it feel more modern than its previous generation, but it doesn't stray from the established formula. The competitive landscape has changed recently, with fresh, compelling choices from Hyundai, Kia, and Subaru.

To get an early sense of how this new Highlander measures up, we rented a pre-production, top-of-the-line Platinum with all the bells and whistles from Toyota. We also bought an XLE trim, which is expected to be the most common version, to put through our testing program.

What We Like ... So Far

The eight-speed automatic works well with the V6 engine, providing smooth shifts—a notable improvement over the last model.

The dash seems lower and shorter, opening up a more commanding forward view. This helps when driving and parking, and it also makes the front cabin feel more airy.

The 12.3-inch infotainment screen that's standard on the Platinum can show the audio and climate controls at the same time. All other versions



get an 8-inch screen. We also like that Android Auto and Apple CarPlay are standard.

All of the commonly used climate features have clearly labeled hard buttons, which allow adjustments without changing screens.

Getting into the rear seat is easier now than in previous model years, thanks to the second-row seat's ability to tilt and move forward.

The responsive steering adds to the driving experience. It reacts a bit more quickly and precisely than the steering in some rivals. The SUV's handling characteristics make the Toyota feel more maneuverable than most competitors.

The ride feels polished for the class, capably absorbing road aberrations without feeling floaty.

We like that FCW, AEB with pedestrian detection, LDW, and LKA are standard.

What We Don't

Only a portion of the steering wheel heats up, to the left and right sides, rather than the entire circumference. Fortunately, it warms quickly.

Lumbar adjustment is just two-way, and there is no thigh support extender, a feature high-end Highlanders used

to have. Such limitations may be fine in the lower trims, but these niceties are expected on the top trim.

The center dash uses shiny black trim for its surround and many buttons, which looks cheap and causes reflections.

There are several cutouts for stowing items like pens or a phone, but some have curved edges that don't hold sundries in place when driving. Even the space under the armrest has limited storage.

Unfortunately, blind spot warning (BSW) and rear cross traffic warning (RCTW) are not offered on the base trim L; they're standard on the LE trim and above.

CR's Take

Based on our initial impressions, the new Highlander has a good ride and handling balance, a transmission that adds refinement to the driving experience, and thoughtful interior details and soft-touch surfaces.

But the SUV is short on overall excitement. There isn't any one attribute that stands out. While that may be fine with Highlander loyalists who value Toyota's reputation for building reliable vehicles, it may not win new buyers.

WHAT WE BOUGHT

MODEL XLE

PRICE \$42,843

ENGINE 295-hp, 3.5-liter V6

TRANSMISSION

Eight-speed automatic

DRIVE WHEELS

All

VOLKSWAGEN PASSAT

Redesigned model is not that different.

THE ROOMY PASSAT got a few minor cosmetic updates for 2020, plus some new standard safety equipment. Although its design has evolved, the Passat is still a conservative sedan inside and out. There aren't any changes under the hood: The new car has the same engine and transmission as the 2019 model.

Still, even mild year-to-year changes can affect how a car rides and drives, how much gas it uses, and how comfortable it is to spend time in. That's why we bought a new Passat SE for testing, which VW says is the best-selling variant.

What We Like ... So Far

In an era of aggressively sloped rooflines, the Passat's classic proportions are somewhat refreshing, and the big windows and narrow pillars make for great visibility.

The controls aren't fancy, but they get the job done. There are buttons and knobs for the climate and audio systems, as well as a touch screen that's compatible with Android Auto and Apple CarPlay. We also like the traditional gear selector.

The Passat does a good job damping wind and road noise, but it really shines at isolating

the cabin from any engine sounds. Even under heavy acceleration, you'd be hard pressed to hear how hard the engine is working.

Rear-seat passengers get plenty of legroom, and the trunk has more space for cargo than many similarly priced SUVs when the rear seat is being used for people.

The ride is firm, but it does a decent job filtering out bumps.

Every Passat comes with FCW, AEB with pedestrian detection, blind spot warning (BSW), and RCTW.

What We Don't

The Passat feels jumpy when accelerating from a stop. Our testers found it to be disconcerting, because it's hard to predict how quickly the car will take off. Some of our drivers said this flaw alone would keep them from buying a Passat if they were in the market for a family sedan.

In addition to how it lurches off the line, the optional advanced cruise control (ACC) can't handle traffic jams. It doesn't keep a preset distance behind the car ahead at speeds lower than 25 mph. If you're using ACC and approach a line of stopped traffic, the car will



initially slow down—but then will flash its FCW alert instead of slowing down further. And once traffic has slowed to a crawl, it's not possible to use ACC at all.

Although we like that the Passat's interior has restrained styling, we are not very fond of some of the materials' cheap feel. In addition, the climate controls feel wobbly when turned, the touch screen is so small that it can be hard to read the text it displays, and the power mirror adjustment knob is awkwardly placed.

Some of our drivers have said that the car seemed rather dull when taking corners but is more responsive when driven quickly.

CR's Take

The Passat is a spacious, more conservatively styled alternative to the more sleek and swoopy sedans from Honda and Toyota. Its staid interior and easy-to-use controls will please many buyers, and its very large trunk and rear seat are perfect for traveling with family and all their luggage.

But the Volkswagen's jumpy launch and dull handling don't make the big sedan that much fun to drive.



WHAT WE BOUGHT

MODEL SE

PRICE \$28,080

ENGINE 174-hp, 2.0-liter, turbocharged four-cylinder

TRANSMISSION Six-speed automatic

DRIVE WHEELS Front

On the Road

Hot New Electric Cars

From tough trucks to sporty SUVs, there are EV choices for all types of buyers.

The Ford Mustang
Mach-E



If there were any doubts, set them aside. Electrification is here for cars and SUVs, and EV pickup trucks are around the corner. The options for new EVs are increasing in number and variety. A flurry of announcements shows an appetite among automakers to expand the market with new EVs. As more models arrive, consumers will have a better chance to find one that fits their needs. Whether they're trying to keep up with Tesla or making plans to meet increasingly

stringent emissions standards around the world, automakers are finally rolling out models promised as part of a gradual, but sustained, move toward electrification. Here's a rundown of some of the coming models that are most worth watching. Included are the basics behind each model, CR's take, and whatever details we have on projected arrivals and pricing.



▲ MINI ELECTRIC HARDTOP

MARCH 2020
\$30,000

It's an electric version of the small, two-door Cooper. It's one of the cheaper EV options, but at the expense of range: 110 miles, or roughly half that of most of the newer battery-electric models.

CR'S TAKE: With all due respect to the fun-to-drive, cheerful Mini, with such a modest range, it seems so 2011.

BMW i4

2021
\$70,000 (ESTIMATE)

BMW calls the stylish i4 EV a "four-door coupe." It's projected to have a more than 300-mile range and 0 to 60 acceleration of under 4 seconds. It's probably no coincidence that those specs are similar to Tesla's Model 3.

CR'S TAKE: It's good to see that BMW is bringing out a battery electric that has a broader appeal than the quirky i3. The i4 promises 530 horsepower, and a fast-charging system that will add 60 miles in just six minutes. It's an intriguing challenger to Tesla, but it will be two years late to the party.

FORD MUSTANG MACH-E

DECEMBER 2020
\$43,895-\$60,500

Ford's answer to the Tesla Model Y is a performance-oriented crossover that bears the Mustang badge.

CR'S TAKE: Ford has taken its most valuable possession, the Mustang nameplate, and extended it to a four-door electric SUV at a price where it could find many potential customers. Sure, it's not a low-slung coupe and has no V8, but it's more practical than a sports car. Plus it's still plenty quick, has optional all-wheel drive, and doesn't consume a drop of gas or emit tailpipe pollution.

▼ MERCEDES-BENZ EQC

SPRING 2021
\$67,900

An electric SUV that's less expensive than the Audi E-Tron and more practical than the Jaguar I-Pace. Because Mercedes hasn't sold anywhere near 200,000 EVs, the EQC qualifies for the \$7,500 federal tax credit.

CR'S TAKE: It's essentially an electric version of Mercedes' gas-powered GLC compact SUV, which has plenty of room for cargo and drives nicely. Its range of 250 miles is on the EU standard. Buyers should wait for the EPA's estimate, which is more realistic—and likely lower.





▶ POLESTAR 2

JULY 2020
\$63,000

Polestar, an electric-focused spin-off from Volvo, brings out its second model, a tall hatchback with an estimated range of 275 miles. Motors at the front and rear axles will provide all-wheel drive. The interior sports a vegan fabric made without solvents, and a significantly reduced amount of chemicals typically found in automotive plastic.

CR'S TAKE: This four-door is aimed at the sweet spot between Tesla's Model 3 and Model S, and should bring new adopters to EVs.

VOLVO XC40 RECHARGE

FALL 2020
\$55,000 AND UP

Volvo's first all-electric SUV is a small crossover with an expected 200-mile range. Front and rear motors give the Recharge all-wheel drive, and the 402 hp promises fast acceleration.

CR'S TAKE: It's essentially an EV version of the XC40 compact SUV, but the Recharge will be quicker and quieter. It will be the first Volvo to use Android software for the infotainment system.

▶ PORSCHE TAYCAN

ON SALE NOW
\$103,800-\$185,000

Porsche's match for the Tesla Model S, it's a sedan that looks like a more muscular Panamera with robotic eyes and wide, bulging fenders.

CR'S TAKE: Porsche is arriving in the EV market in a big way with this high-performing electric sedan. The 800-volt system, which delivers faster charging and reduces weight, is an engineering achievement.



▶ RIVIAN R1T & R1S

LATE 2020
\$69,000 AND UP

The R1T is an all-electric pickup that actually looks like a truck, with a promised range of 400 miles, 750 horsepower, and 11,000 pounds of towing capacity. All of this while accelerating from 0 to 60 mph in a claimed 3 seconds. The R1S is a three-row luxury SUV version.

CR'S TAKE: Rivian is the

rare tech startup that has attracted heavy-duty investors like Amazon, Ford, and Cox Automotive. So, unlike many other EV upstarts that have come and gone, Rivian's ability to deliver may match its buzz. It could sop up some of the pent-up demand for an electric pickup, and should arrive before the Tesla Cybertruck.



TESLA CYBERTRUCK

2022
\$40,000-\$70,000

It's a radical rethinking of what a pickup truck should be. But by the time it arrives, there will be heavy competition from the likes of Rivian and Ford.

CR'S TAKE: It's hard to know what to make of this truck. It has the buzz you would expect of an Elon Musk creation, and large numbers of risk-free \$100 deposits. But most analysts think this will be a niche vehicle for Tesla enthusiasts rather than a volume player in the huge U.S. pickup market.



TESLA MODEL Y

SUMMER 2020
\$48,000-\$61,000

The first versions available will be the Long Range and Performance trims, similar to the Model 3 rollout. The entry-level trim, called Standard Range, won't begin production until early 2021.

CR'S TAKE: It should be an even bigger seller than the Model 3, which turned Tesla into a volume automaker.

Your EV Questions, Answered

A switch from gasoline to electric power is a big adjustment. Here's what you need to know.

How do I charge at home whether I rent or own?

There are three options for charging an EV at home: 1) Plug into a regular 110-volt wall outlet. This is the cheapest and slowest option, sometimes taking an entire day to fully charge a battery. An overnight charge, however, can give 40 to 50 miles of range, enough for most daily commutes. It's always a good idea to use the cord (included with every EV and plug-in hybrid) and a well-insulated coupler that plugs into the car. 2) Plug the EV into a 240-volt outlet, the same kind that a washer or dryer plugs into. This charges a 25 kWh battery about 4 times faster than on 110 volts, and charges to full in about 4 to 6 hours. You might need to hire an electrician to install such an outlet, known as NEMA 14-50. 3) Buy and have an electrician install a Level 2 EV charger. These are made specifically for this purpose and work about as fast as the 240-volt option. Some of those are hardwired, and some can plug into the NEMA outlet.

It's more challenging to charge if you're a renter. Some EV owners run a long extension cord to a 110-volt wall outlet in their homes, but that won't work for everyone. Some newer apartment complexes have parking garage charging stations.

Do cold temperatures reduce vehicle range?

Cold temperatures reduce the range due to battery chemistry; the energy-producing reactions in batteries don't work as well in cold weather. In tests CR conducted last year, temperatures in the 0° F to 10° F reduced the range of a Tesla Model 3 and a Nissan Leaf by roughly 50 percent from their advertised maximum range on a full charge. Extreme heat can also take a toll.

Owners can mitigate some of that temperature-related loss by keeping their car in a garage (if it's at least semi-heated) or warming the battery. EV owners manuals have specific instructions for this, such as running the climate control system when the vehicle is plugged. In that way, the power is coming from the grid rather than your battery. Having the cabin heat on can also cause a significant battery drain. You can help conserve the battery charge in cold weather by selecting a lower climate control temperature for the cabin, say 66° F instead of 74° F, and relying on seat heaters and heated steering wheels for your comfort.

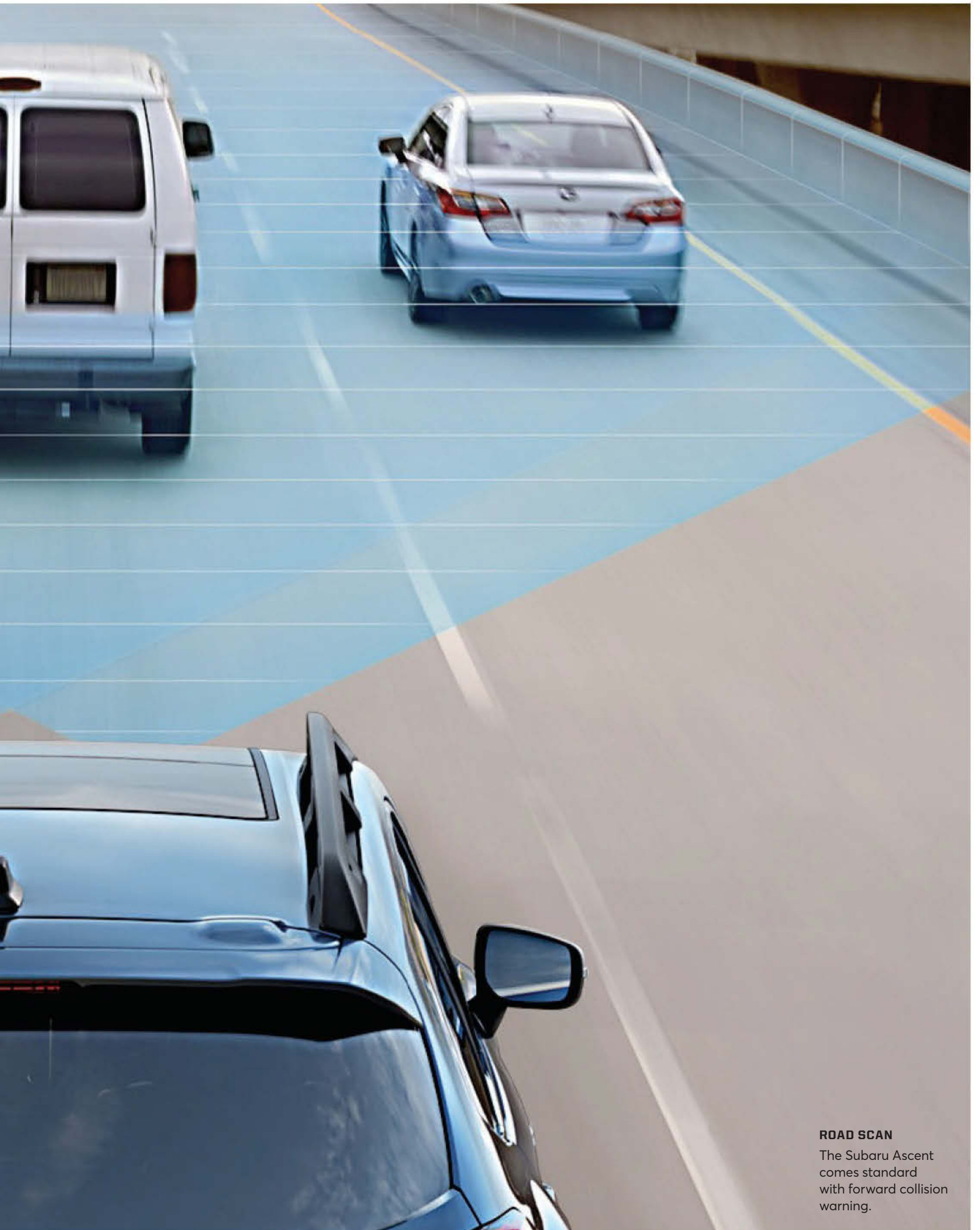
Do batteries wear out, like a smartphone's?

You can expect EV batteries to lose about 2.3 percent of their range per year, according to a study of 6,300 real-world EVs by Geotab, a transportation services firm in Oakville, Ontario. For a Nissan Leaf starting with 149 miles of range, that would take the range down to about 133 miles after 5 years. A Tesla Model 3 with 250 miles of range would have 221 miles maximum range after 5 years, or about 88 percent. Even after 15 years, the EVs will have something close to 70 percent of their original range. Replacement batteries aren't likely to be needed for most consumers. Nissan has been charging more than \$12,000 for new ones, but more recently has offered refurbished battery packs in Japan for under \$3,000. Our car experts think cheaper remanufactured battery packs are a sensible choice if your EV is between 10 and 15 years old.

Frequent use of DC fast chargers can degrade an EV's range faster, Geotab says. So too will draining the battery all the way to zero or frequently charging to 100 percent, it says. The group recommends that EV owners keep their batteries between 20 and 80 percent charged.

Making Safety Standard

These six two- and three-row SUVs are reliable top performers in our tests and come standard with a variety of advanced driver assistance systems (ADAS).



ROAD SCAN

The Subaru Ascent comes standard with forward collision warning.



KIA
TELLURIDE



VITAL STATS

| | | |
|----------------------------|------------------------|---|
| 92 OVERALL SCORE | 97 ROAD TEST | \$40,855 PRICE AS TESTED |
| TRIM LINE EX | 21 MPG | DRIVETRAIN 291-hp, 3.8-liter V6; 8-speed automatic transmission; all-wheel drive |

REASONS TO BUY

- Ride
- Quietness
- Braking
- Powertrain
- Interior room
- Well-equipped for the price
- Standard safety features

REASONS TO SKIP

- Agility

BEST VERSION TO GET

The EX brings the best balance of comfort, luxury, and convenience. It includes three-zone automatic climate control, a leather interior with heated and ventilated front seats, and a sunroof.

THE WELL-APPOINTED Telluride is a formidable competitor in the midsize three-row SUV segment. It delivers a refined driving experience, vast cargo room, and a shocking amount of luxury touches for its price.

The 3.8-liter V6 engine provides readily accessible power and works well with the responsive, smooth-shifting eight-speed automatic transmission. In our tests, the Kia ran from 0 to 60 mph in 7.2 seconds and returned 21 mpg overall, which puts it on a par with its three-row peers.

The ride is comfy, and its suspension soaks up most bumps. Despite its rugged looks, it's not designed for serious off-roading.

This big SUV isn't a sporty handler, either, and we noticed it tends to lean into corners. Still, it zipped through our avoidance-maneuver test without drama.

The Telluride's cabin boasts a high level of fit and finish, highlighted by a pleasing mix of soft-touch surfaces, nicely styled imitation wood, and satin-finish trim. The front seats are wide, comfortable,

and adjustable enough to suit most body types.

The second-row accommodations are also generous, but the low-perched third row is best suited for younger kids.

Infotainment and climate controls are a snap to master, and Android Auto and Apple CarPlay compatibility come standard. We like that USB ports for second-row passengers are mounted on the front seatbacks.

ADAS FEATURES: Forward collision warning (FCW), automatic emergency braking (AEB) with pedestrian detection, blind spot warning (BSW), lane departure warning (LDW),

and lane keeping assistance (LKA) are standard. There's also a rear-seat reminder for children and pets, and a setting that keeps doors from being opened when a car is approaching from the rear.



SUBARU ASCENT



VITAL STATS

82

OVERALL
SCORE

93

ROAD
TEST

\$43,867

PRICE AS
TESTED

TRIM LINE
LIMITED

22
MPG

DRIVETRAIN
260-hp, 2.4-liter
four-cylinder
turbocharged
engine; contin-
uously variable
transmission;
all-wheel drive

REASONS TO BUY

- Ride
- Quietness
- Interior room
- Visibility
- Braking
- Controls
- Standard safety features

REASONS TO SKIP

- Agility

BEST VERSION TO GET

The Premium trim would be the right place to start because it brings blind spot warning and includes a few nice details over the base version. It also lets shoppers add a power rear gate, keyless access and push-button start, reverse automatic braking, and a panoramic roof.



THE SUBARU ASCENT is an impressive performer thanks to its smooth ride, functional interior, and slick power delivery.

The Ascent has a turbocharged four-cylinder engine in a segment where V6s have typically dominated. This might seem like a disadvantage on paper, but in real-world driving this SUV feels zippier and more satisfying than its 0-to-60 mph time of 8 seconds suggests. Its 22 mpg overall in our fuel-economy tests is comparable to its rivals.

A plush ride that's better than some luxury cars' makes the Ascent a worthy long-haul traveler.

Handling is far from sporty, though, with vague steering and significant body lean through turns. Still, it remained safe and easy to control when our testers reached its grip limits around our track.

Getting into the Ascent is easy because of large doors and a low step-in height. Front-seat comfort is good as long as you go for one of the two top trims (Limited and Touring), which have leather and two-way lumbar adjustment. Most Ascents come with second-row captain's chairs, which provide plenty of legroom and can slide fore and aft. Our Limited tested model came with USB ports and

a 120-volt outlet for rear passengers. The third-row seat is tight but useful for a short trip.

Plenty of soft surfaces and contrasting interior accents add an upscale flair to the cabin. The controls are simple to use, and the infotainment touch screen responds quickly to commands. All trim levels come with Android Auto and Apple CarPlay compatibility.

ADAS FEATURES: Subaru's standard EyeSight system has FCW, AEB, LKA, and adaptive cruise control (ACC). BSW, rear cross traffic warning (RCTW), and reverse AEB are optional.



VITAL STATS

79

OVERALL SCORE

84

ROAD TEST

\$42,610

PRICE AS TESTED

TRIM LINE SEL

22

MPG

DRIVETRAIN

250-hp, 2.0-liter four-cylinder turbocharged engine; 8-speed automatic transmission; all-wheel drive

- REASONS TO BUY

 - Handling
 - Quietness
 - Braking
 - Interior room
 - Access
 - Standard safety features
- REASONS TO SKIP

 - Driving position

BEST VERSION TO GET
We recommend going with the SEL trim for the Sync 3 infotainment system, 10-way power driver's seat, rear parking sensors, and dual-zone automatic climate control. Buyers can almost equip an SEL to a Titanium level without the Titanium's larger wheels and tires.

THE EDGE IS a well-rounded vehicle that's distinguished by its handling agility, a steady ride, a quiet interior, and an overall premium feel. A recent freshening improved acceleration and fuel economy, and Ford made key safety features standard across the model range.

Thanks to its driving experience, it feels like a more upscale vehicle. The ride has an underlying firmness, yet it effectively manages bumps and rough surfaces. Its handling inspired confidence in our drivers, with controlled body motions and responsive steering.

The standard 2.0-liter, four-cylinder turbo engine

delivers smooth acceleration without any initial hesitation found in some rivals. The eight-speed automatic transmission isn't as smooth as the previous six-speed version, but the powertrain shaves a second off the 0 to 60 mph sprint. At the same time, fuel economy is 22 mpg overall. A powerful twin-turbo 2.7-liter V6 engine is available on the ST trim.

Getting in is easy because of the large door openings and low floor. Once inside, the quiet, austere cabin is functional and dressed with soft-touch surfaces. The front seats are comfortable and supportive, but the driving position is a bit

cockeyed because the left foot rest sits too close to the driver, creating a skewed sitting posture. The rear seat has plenty of headroom and legroom.

The Edge has easy-to-use controls, including a rotary gear selector. The Sync 3 infotainment system has big on-screen buttons and a streamlined touch-screen interface. Apple CarPlay and Android Auto compatibility further aid usability. But interacting with the screen in the instrument panel can be a bit tricky.

ADAS FEATURES: Ford's standard Co-Pilot 360 system includes FCW, AEB with pedestrian detection, BSW, and LKA.



HYUNDAI SANTA FE



VITAL STATS

78

OVERALL
SCORE

80

ROAD
TEST

\$37,200

PRICE AS
TESTED

TRIM LINE
LIMITED

21
MPG

DRIVETRAIN
235-hp, 2.0-liter
four-cylinder
turbocharged
engine; 8-speed
automatic
transmission;
all-wheel drive

REASONS TO BUY

- Handling
- Controls
- Rear-seat room
- Access
- Standard safety features

REASONS TO SKIP

- Uneven power delivery
- Ride is a touch firm

BEST VERSION TO GET

The SEL comes with a dual-zone automatic climate control system, sliding second-row seats, a rear-occupant alert system, and rear parking sensors. Leather seats and a sunroof come on the Limited trim. Stick with the standard 2.4-liter engine.



THE COMPELLING MIDSIZED Santa Fe is priced close to some top-trim versions of compact SUVs, which can make it a bargain.

It's available with a 2.4-liter four-cylinder engine or an uplevel 2.0-liter turbo

four-cylinder. The 2.4-liter is smooth and provides a predictable power delivery. The optional turbo engine is strong but power comes in bursts, unexpectedly hesitating or launching the SUV forward. Our tested turbo got 21 mpg overall, which doesn't stand out in the class.

The Santa Fe's composed, tied-down handling, with its responsive steering, gave our drivers confidence in rounding corners. The ride is overly firm, particularly with the 19-inch tires that come on turbo versions. The cabin is quiet, only disturbed by some engine noise when revved.

It's easy to enter and exit

this SUV through its large doors, and the hip-height seats help passengers slide in. Once inside, the passengers, particularly those in the back, and the driver will find plenty of headroom and leg-room, and comfortable, supportive seats.

The Santa Fe has a modern, clean, and nicely finished cabin with well-padded surfaces, brushed metal accents, and rich materials, such as our SUV's two-tone leather upholstery. There's plenty of storage space throughout the interior.

The controls are an example of very good ergonomics. They're clear to read and easy to master, including the quick-to-respond infotainment system. But it may be a bit of a reach for tall drivers to access the touch screen.

Cargo space is decent, but we were disappointed that the Santa Fe doesn't come with a standard cargo cover; it's a dealer-installed accessory.

ADAS FEATURES: All Santa Fes are equipped with FCW, AEB with pedestrian detection, BSW, and LKA.



NISSAN
MURANO



VITAL STATS

75

OVERALL SCORE

77

ROAD TEST

\$42,065

PRICE AS TESTED

TRIM LINE

SL

21

MPG

DRIVETRAIN

260-hp, 3.5-liter V6 engine; continuously variable transmission; all-wheel drive

- REASONS TO BUY

 - Plush cabin
 - Powerful engine
 - Surround-view camera
 - Quietness
 - Standard safety features
- REASONS TO SKIP

 - Visibility to sides and rear
 - Light and vague steering
 - CVT idiosyncrasies

BEST VERSION TO GET
The SL trim line is in the sweet spot. Its surround-view camera, blind spot warning, and rear cross traffic warning help mitigate the restricted view out. Add the Technology package to get a moonroof and adaptive cruise control.

THE MURANO HAS all of the curves and angles of a concept car, with an interior that screams “luxury.” But those swoops interfere with outward visibility, and the driving experience doesn’t live up to the promises of the styling.

Like other Nissans with the sweet 3.5-liter V6, there’s plenty of oomph on tap. But while the CVT is one of the better one on the market, this combination seems happier in around-town cruising. Fuel economy is 21 mpg overall, which is average for the category.

Whether on the street or our test track, we found the Murano’s handling

predictable. It managed a modest speed through our avoidance maneuver, but at its limits the overly light steering detracted from driver confidence and enjoyment. Handling is ultimately secure, but the sporty, engaging handling of the previous generation Murano is gone.

The ride is steady and absorbent, and highway travel is a smooth cruise, particularly with the standard 18-inch wheels. Steer clear of the 20-inch wheels, which don’t do any favors for comfort.

Passengers will enjoy the hushed cabin, which effectively keeps engine and road noise at bay. Interior

materials and trim in our SL are almost on a par with the Lexus RX. The leather seats are welcoming, though they lose support on long trips. Backseat legroom is generous, even for adults.

The Murano’s intuitive infotainment system combines an easy-to-use interface, traditional volume and tuning knobs, and a row of on-screen buttons, making it easy to find a desired function.

ADAS FEATURES: While FCW and AEB are standard, BSW and pedestrian detection are optional on the base trim. The surround-view camera system and BSW are essential, given the poor side and rear visibility.



HONDA PILOT



VITAL STATS

75

OVERALL
SCORE

80

ROAD
TEST

\$40,665

PRICE AS
TESTED

TRIM LINE
EX-L

20
MPG

DRIVETRAIN
280-hp,
3.5-liter V6
engine; 6-speed
automatic
transmission;
all-wheel drive

REASONS TO BUY

- Huge, versatile interior
- Slick powertrain
- Comfortable and quiet ride
- Standard safety features

REASONS TO SKIP

- Handling lacks agility
- Some controls

THE PILOT IS a functional and pleasant vehicle that does a commendable minivan impression.

When it comes to handling, the Pilot's cumbersome cornering makes it feel reluctant to turn, and the vague steering chips away at drivers' confidence. Plus, the Pilot's mediocre braking on wet pavement trails most peers.

The flip side to that is a comfortable ride. The suspension smooths out bumps with composure. Honda loaded up on the sound-deadening materials, too, resulting in a quiet cabin.

The V6 smoothly and promptly delivers power throughout its rev range. Drivers are never left feeling like they're in a dead zone of acceleration, and the standard six-speed automatic shifts smoothly.

Our all-wheel-drive Pilot averaged 20 mpg overall in tests, similar to other vehicles in the segment. Front-drive Pilots are likely to do 1 or 2 mpg better.

Interior materials and details are par for the class. Test drivers of all sizes found plenty of room, and



storage bins abound. Windows are big and roof pillars are thin, giving a commanding all-around view from the helm.

Though the front seats are well-padded and supportive, the lumbar adjusts only for pressure, not height. And some drivers felt that the front of the seat cushion didn't lower enough.

The second row is roomy, but the rearmost seats are best left for kids. Controls aren't ideal. The touch-screen infotainment system suffers because of small text, a slow response to inputs, and multiple steps required for common tasks, and it's a far reach. At least



it has a volume knob. **ADAS FEATURES:** FCW and AEB with pedestrian detection are standard. But BSW and RCTW aren't available on the base trim; they're standard on the others.

BEST VERSION TO GET

The EX-L is the best combination of value and features. Its six-speed automatic has a conventional gear selector, it's the lowest trim level that includes the handy one-touch folding second-row seats, and you can get options like navigation and rear-seat entertainment.

RATINGS & REFERENCE

Top-rated tires, standout vehicles, detailed ratings, vehicle profiles, and test data

Top Tires for Cars, SUVs & Trucks

The comprehensive ratings from our extensive testing program will help you get the best-performing tire for your budget.

IT'S HARD TO overstate how important tires are to safe driving. After all, they're the only part of the car that touches the road. That's why so many consumers in colder climates spend the time and expense to swap winter/snow tires twice a year to ensure that their vehicles have the best grip possible.

With the inconvenience of swapping in mind, manufacturers have recently introduced an all-weather tire designed to perform well in the snow and year-round. Some cost more than the average price of performance all-season tires, but buyers will come out ahead by avoiding the cost and inconvenience of seasonal tire changes.

"The best all-weather tires have proved to provide year-round traction that truly combines all-season and winter/snow performance," says Gene Petersen, Consumer Reports' tire-program manager. "Some can cost more than performance all-seasons, but they represent a good value."

These do-it-all tires offer unique tread designs and enhanced rubber compounds that increase traction across a broad range of temperatures. They're different from typical all-season tires mainly because they provide better traction in the snow. For this reason, they have the same mountain/snowflake symbol on

the sidewall as winter/snow tires.

In our latest testing, CR evaluated six all-weather models: the Firestone Weathergrip, Goodyear Assurance WeatherReady, Michelin CrossClimate +, Nokian WRG4, Toyo Celsius, and Vredestein Quatrac 5. From this category, the Michelin CrossClimate + shined as the top-rated all-weather tire, thanks to its uncompromising grip. This tire is impressive on the road, but it has a few practical drawbacks. Not only is it pricey, it's also sold only in limited sizes, so it may not fit your vehicle.

CR's Unique Testing

As the tire market evolves, so do CR's testing methods. We replaced our basic cornering test with a more dynamic evaluation of acceleration, braking, and handling on a 2-plus-acre course over wet asphalt. This new all-in-one test better reflects real-world challenges drivers face.

Overall, we purchased more than 530 tires this year for our full test program, covering 53 models for ultra high performance (UHP) all-season and summer tires, and performance winter/snow tires.

We tested them at our track in Connecticut for wet and dry braking and handling, ride comfort and quietness, snow traction, and resistance to hydroplaning.

Our testers evaluated each tire's grip on ice at a nearby skating rink. We also commissioned outside labs to measure each tire's rolling resistance, which affects fuel economy. Finally, we conducted extensive treadwear tests on public roads in western Texas.

Warranty Worries

Tires commonly have a ride uniformity warranty, covering manufacturing defects that can affect ride quality. They protect tires for the first 2/32 of an inch of wear (about the first year of use). We buy hundreds of tires each year, and have found issues with workmanship and uniformity rare.

Most tires met or exceeded their treadwear warranty projections in comparison with our tread-life test results. Even those with a shortfall were usually off by a small amount.

"Our treadlife mileage estimates are a way of directly comparing different brand tires, unlike treadwear warranties that are assigned by manufacturers," says Petersen.

We deduct points from the Overall Score for all-season and performance-all season tires that underperform their warranty. (Winter/snow tires don't carry a mileage warranty and are intended for limited, seasonal use, so we don't assess their tread life.)

Do I Have to Replace All 4 Tires?

Owners of all-wheel-drive vehicles may need to replace all four tires even if only one is damaged so

that tire diameters match, which ensures even traction and prevents damage to the AWD system.

This can be costly when just one tire goes flat or is damaged. Now there's a less expensive option:

shaved tires. Owners can buy one tire from Tire Rack (888-541-1777) and the company will shave it to match the tread of your other three tires. The service costs about \$25 to \$35, which is a lot cheaper than buying four new tires. Still, shaving a tire is likely to nullify its treadwear warranty.

Additionally, shaving a replacement tire makes the most financial sense if the remaining tread on your tires is no more than about half-worn, at approximately $\frac{6}{32}$ ". Other retailers may offer a similar service, but the equipment required to properly shave a tire's tread isn't common.

Tire Strategies for Car Buyers

When you are buying a new or used car, it's important to consider what type of tires come with it—and their expected performance.

- **Make sure your new car** comes with the right type of tire for your needs. For example, some vehicles sold in the snow belt may come with summer tires, though they may have an all-season tire option—which is a more practical choice.

They will be marked with "M+S," which indicates they have a tread designed to handle mud and snow. For harsh winter weather, consider tires that have a mountain and snowflake symbol on the sidewall, which means they meet industry standards for snow traction.

- **Owners should investigate** online the cost and difficulty of replacing tires. (The tire size is on the sidewall and a

sticker on the doorjamb on the driver's side.) Among other drawbacks, tires on large wheels with short sidewalls can be expensive to replace and give a rougher ride.

- **Tires that are part of a luxury** or sports package might be higher-performance ones that are typically more expensive to replace and can wear out faster. Make sure you know what you're buying, and check if there's a less expensive option.

ALL-SEASON

Suited to year-round driving in varying climates with moderate winter driving conditions.

Average All-Season Tire

| | |
|---------------|---|
| Dry braking | ^ |
| Wet braking | |
| Snow traction | ^ |
| Ice braking | |
| Handling | |
| Tread life | ^ |

General Altimax RT43 >

ALL-WEATHER

Appropriate for year-round driving in varying climates, with an emphasis on winter grip.

Average All-Weather Tire

| | |
|---------------|---|
| Dry braking | |
| Wet braking | v |
| Snow traction | ^ |
| Ice braking | ^ |
| Handling | |
| Tread life | ^ |

Michelin CrossClimate + >

SUMMER*

Engineered for temperatures above 45° F.

Average Summer Tire

| | |
|---------------|----|
| Dry braking | ^^ |
| Wet braking | |
| Snow traction | NA |
| Ice braking | NA |
| Handling | ^^ |
| Tread life | v |

Michelin Pilot Super Sport >

ALL-SEASON TRUCK


These have similar characteristics to all-season car tires, and aren't designed for serious off-road use.

Average All-Season Truck Tire

| | |
|---------------|---|
| Dry braking | |
| Wet braking | v |
| Snow traction | |
| Ice braking | |
| Handling | |
| Tread life | ^ |

Michelin Defender LTX M/S >

*For summer tire ratings, readers with a Digital or All-Access membership can go to CR.org/summertires.

Ratings  **Top Tires** This is where the rubber meets the road, from all-season to high-performance tires.











| Brand + Model | Overall Score | Price Paid | Speed Rating | Three-Season Driving | | | | Snow Driving | | Comfort | | Other | |
|---------------|---------------|------------|--------------|----------------------|-------------|----------|-------------------------|---------------|-------------|---------|-------|--------------------|---------------------------|
| | | | | Dry braking | Wet braking | Handling | Hydroplaning resistance | Snow traction | Ice braking | Ride | Noise | Rolling resistance | Tested tread life (miles) |

ALL-SEASON TIRES

| | | | | | | | | | | | | | |
|---------------------------------|----|-------|---|---|---|---|---|---|---|---|---|---|---------|
| ✓ General Altimax RT43 | 70 | \$87 | T | ↑ | ↓ | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ | ↑ | 80,000 |
| ✓ Michelin Defender T+H | 67 | \$115 | H | ↑ | ↓ | ↑ | ↑ | ↑ | ↓ | ↓ | ↑ | ↓ | 90,000 |
| Continental TrueContact Tour | 66 | \$97 | T | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 95,000 |
| Falken Sincera SN201 A/S | 66 | \$79 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↑ | ↓ | ↑ | ↑ | 80,000 |
| Falken Sincera SN250 A/S | 66 | \$81 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 80,000 |
| Nexen Aria AH7 | 66 | \$91 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 90,000 |
| Yokohama Avid Ascend | 65 | \$92 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↑ | ↑ | ↑ | 100,000 |
| BFGoodrich Advantage T/A Sport | 63 | \$88 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↓ | 75,000 |
| Hankook Kinergy PT | 63 | \$92 | T | ↑ | ↓ | ↑ | ↑ | ↑ | ↓ | ↓ | ↑ | ↓ | 80,000 |
| Kumho Solus TA11 | 61 | \$80 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 75,000 |
| Pirelli P4 Four Seasons Plus | 60 | \$108 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↑ | ↓ | ↑ | ↑ | 85,000 |
| Bridgestone Ecopia EP422 Plus | 60 | \$113 | T | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | ↓ | ↑ | ↑ | 70,000 |
| Toyo Versado Noir | 60 | \$100 | H | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 75,000 |
| Firestone Champion Fuel Fighter | 58 | \$95 | T | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | ↓ | ↑ | ↑ | 60,000 |
| Firestone All Season | 58 | \$85 | T | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↑ | 60,000 |
| Uniroyal Tiger Paw Touring | 58 | \$91 | T | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | 75,000 |
| Kelly Edge A/S | 56 | \$76 | H | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↑ | 60,000 |
| Uniroyal Tiger Paw Touring | 56 | \$99 | H | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | ↓ | ↓ | ↓ | 70,000 |
| Sentury Touring | 53 | \$54 | H | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | ↓ | ↑ | ↑ | 50,000 |
| Milestar MS932 Sport | 50 | \$60 | H | ↑ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↓ | ↓ | 55,000 |
| Westlake Radial RP18 | 49 | \$58 | H | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | ↓ | ↓ | ↓ | 55,000 |

PERFORMANCE ALL-SEASON TIRES (INCLUDES ALL-WEATHER)

| | | | | | | | | | | | | | |
|--|----|-------|---|---|---|---|---|---|---|---|---|---|--------|
| ✓ Michelin CrossClimate + ¹ | 75 | \$171 | W | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | ↑ | 75,000 |
| ✓ Continental PureContact LS | 71 | \$128 | V | ↑ | ↓ | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ | ↓ | 90,000 |
| General Altimax RT43 | 66 | \$99 | V | ↑ | ↓ | ↑ | ↑ | ↑ | ↑ | ↓ | ↑ | ↑ | 70,000 |
| Goodyear Assurance WeatherReady ¹ | 64 | \$142 | V | ↓ | ↓ | ↑ | ↑ | ↑ | ↓ | ↓ | ↑ | ↓ | 75,000 |
| Michelin Premier A/S | 64 | \$158 | V | ↑ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↑ | ↓ | 80,000 |
| Pirelli Cinturato P7 All Season Plus | 64 | \$140 | V | ↑ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↑ | ↑ | 70,000 |
| Vredestein Quattrac 5 ¹ | 62 | \$104 | V | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 50,000 |
| Firestone Weathergrip ¹ | 61 | \$144 | V | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 60,000 |
| Atlas Force HP | 61 | \$53 | V | ↑ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↓ | ↑ | 65,000 |
| Bridgestone Turanza Quiettrack | 61 | \$171 | V | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 70,000 |
| Falken Sincera SN250 A/S | 61 | \$94 | V | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↓ | 75,000 |
| BFGoodrich Advantage T/A Sport | 60 | \$106 | V | ↑ | ↓ | ↑ | ↑ | ↓ | ↓ | ↓ | ↑ | ↓ | 80,000 |
| Firestone Firehawk AS | 60 | \$92 | V | ↑ | ↓ | ↓ | ↑ | ↓ | ↓ | ↓ | ↑ | ↓ | 60,000 |

¹ All-weather model.

| Brand + Model | | Overall Score | Price Paid | Speed Rating | Three-Season Driving | | | | Snow Driving | | Comfort | | Other | |
|---|----------------------------------|---------------|------------|--------------|----------------------|-------------|----------|-------------------------|---------------|-------------|---------|-------|--------------------|---------------------------|
| | | | | | Dry braking | Wet braking | Handling | Hydroplaning resistance | Snow traction | Ice braking | Ride | Noise | Rolling resistance | Tested tread life (miles) |
| PERFORMANCE ALL-SEASON TIRES <i>Continued</i> | | | | | | | | | | | | | | |
| Nokian WRG4 ⓘ | | 59 | \$160 | V | ↓ | ↘ | ↓ | ↗ | ↗ | ↗ | ↗ | ↗ | ↓ | 60,000 |
| Yokohama Avid Ascend | | 59 | \$117 | V | ↗ | ↘ | ↓ | ↗ | ↓ | ↓ | ↗ | ↗ | ↓ | 75,000 |
| Bridgestone Turanza Serenity Plus | | 59 | \$147 | V | ↗ | ↓ | ↗ | ↗ | ↓ | ↓ | ↓ | ↗ | ↓ | 65,000 |
| Goodyear Eagle Sport All-Season | | 58 | \$116 | V | ↗ | ↓ | ↗ | ↗ | ↘ | ↘ | ↓ | ↗ | ↗ | 80,000 |
| Bridgestone DriveGuard | | 56 | \$153 | V | ↗ | ↓ | ↗ | ↗ | ↓ | ↓ | ↓ | ↗ | ↓ | 55,000 |
| Uniroyal Tiger Paw AWP3 | | 56 | \$103 | V | ↗ | ↘ | ↓ | ↗ | ↓ | ↓ | ↓ | ↓ | ↗ | 65,000 |
| Nokian Entyre 2.0 | | 55 | \$93 | V | ↗ | ↘ | ↓ | ↗ | ↗ | ↓ | ↓ | ↗ | ↓ | 70,000 |
| Cooper CS5 Ultra Touring | | 55 | \$111 | V | ↗ | ↓ | ↓ | ↗ | ↘ | ↘ | ↓ | ↗ | ↘ | 60,000 |
| Kumho Solus TA71 | | 54 | \$89 | V | ↗ | ↓ | ↓ | ↗ | ↓ | ↘ | ↓ | ↗ | ↓ | 50,000 |
| Toyo Extensa HP II | | 54 | \$89 | V | ↗ | ↘ | ↓ | ↗ | ↘ | ↘ | ↓ | ↗ | ↗ | 55,000 |
| Toyo Celsius ⓘ | | 53 | \$113 | V | ↓ | ↘ | ↓ | ↗ | ↗ | ↗ | ↓ | ↓ | ↓ | 60,000 |
| Falken Ziex ZE950 A/S | | 51 | \$108 | V | ↗ | ↘ | ↓ | ↗ | ↓ | ↘ | ↓ | ↓ | ↓ | 55,000 |
| Maxxis Bravo HP-M3 | | 46 | \$84 | V | ↓ | ↘ | ↓ | ↗ | ↘ | ↘ | ↓ | ↓ | ↗ | 65,000 |
| ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES | | | | | | | | | | | | | | |
| ✓ | Goodyear Eagle Exhilarate | 68 | \$159 | Y | ↗ | ↗ | ↗ | ↗ | ↓ | ↗ | ↘ | ↗ | ↘ | 45,000 |
| ✓ | Michelin Pilot Sport A/S 3+ | 66 | \$159 | Y | ↗ | ↗ | ↗ | ↗ | ↓ | ↘ | ↘ | ↓ | ↘ | 55,000 |
| ✓ | General G-MAX AS-05 | 66 | \$112 | W | ↗ | ↓ | ↗ | ↗ | ↓ | ↓ | ↘ | ↗ | ↘ | 65,000 |
| | BFGoodrich g-Force COMP-2 A/S | 66 | \$126 | W | ↗ | ↓ | ↗ | ↗ | ↗ | ↗ | ↘ | ↘ | ↘ | 65,000 |
| ✓ | Vredestein Quatrac Pro | 66 | \$151 | Y | ↗ | ↓ | ↗ | ↗ | ↗ | ↗ | ↓ | ↗ | ↘ | 60,000 |
| | Pirelli P Zero All Season Plus | 64 | \$144 | Y | ↗ | ↓ | ↗ | ↗ | ↓ | ↓ | ↘ | ↗ | ↘ | 55,000 |
| | Continental ExtremeContact DWS06 | 64 | \$148 | Y | ↗ | ↗ | ↗ | ↗ | ↓ | ↘ | ↓ | ↗ | ↘ | 50,000 |
| | Bridgestone Potenza RE980AS | 63 | \$172 | W | ↗ | ↗ | ↗ | ↗ | ↘ | ↓ | ↘ | ↗ | ↘ | 40,000 |
| | Kumho Ecsta PA51 | 62 | \$134 | W | ↗ | ↓ | ↗ | ↗ | ↓ | ↓ | ↘ | ↗ | ↘ | 50,000 |
| | Cooper Zeon RS3-G1 | 61 | \$119 | Y | ↗ | ↓ | ↗ | ↗ | ↘ | ↗ | ↘ | ↓ | ↘ | 55,000 |
| | Yokohama ADVAN Sport A/S | 60 | \$120 | Y | ↗ | ↓ | ↓ | ↗ | ↓ | ↓ | ↘ | ↗ | ↓ | 75,000 |
| | Hankook Ventus S1 noble 2 | 57 | \$128 | W | ↗ | ↓ | ↓ | ↗ | ↓ | ↓ | ↘ | ↘ | ↓ | 55,000 |
| | Nexen Nfera AU7 | 56 | \$114 | W | ↗ | ↓ | ↓ | ↗ | ↓ | ↓ | ↘ | ↗ | ↓ | 45,000 |
| | Nitto Motivo | 54 | \$124 | W | ↗ | ↘ | ↓ | ↗ | ↓ | ↓ | ↘ | ↓ | ↘ | 60,000 |
| | Atlas Force UHP | 54 | \$95 | Y | ↗ | ↓ | ↗ | ↗ | ↘ | ↘ | ↘ | ↗ | ↘ | 40,000 |
| | Nokian zLine A/S | 50 | \$102 | W | ↗ | ↘ | ↓ | ↗ | ↘ | ↘ | ↘ | ↗ | ↓ | 55,000 |
| | Laufenn S Fit AS | 50 | \$109 | W | ↗ | ↘ | ↓ | ↗ | ↓ | ↓ | ↘ | ↗ | ↗ | 60,000 |
| | Vogue Tyre Signature V | 49 | \$118 | W | ↗ | ↘ | ↓ | ↗ | ↓ | ↗ | ↘ | ↗ | ↘ | 45,000 |
| | Uniroyal Tiger Paw GTZ A/S 2 | 48 | \$105 | W | ↗ | ↘ | ↓ | ↗ | ↘ | ↓ | ↘ | ↗ | ↘ | 35,000 |
| | Ironman iMove Gen2 AS | 48 | \$65 | W | ↗ | ↓ | ↗ | ↗ | ↘ | ↘ | ↘ | ↓ | ↘ | 35,000 |
| | Sumitomo HTR A/S PO2 | 47 | \$94 | W | ↗ | ↘ | ↓ | ↗ | ↘ | ↘ | ↘ | ↗ | ↘ | 35,000 |
| | GT Radial Champiro UHP AS | 45 | \$91 | Y | ↗ | ↘ | ↓ | ↗ | ↘ | ↘ | ↘ | ↓ | ↓ | 40,000 |

| Brand + Model | | Overall Score | Price Paid | Speed Rating | Three-Season Driving | | | | Snow Driving | | Comfort | | Other | |
|------------------------|--|---------------|------------|--------------|----------------------|-------------|----------|-------------------------|---------------|-------------|---------|-------|--------------------|---------------------------|
| | | | | | Dry braking | Wet braking | Handling | Hydroplaning resistance | Snow traction | Ice braking | Ride | Noise | Rolling resistance | Tested tread life (miles) |
| ALL SEASON TRUCK TIRES | | | | | | | | | | | | | | |
| ✓ | Continental CrossContact LX20 EcoPlus | 74 | \$153 | T | ⬆ | ⬇ | ⬇ | ⬆ | ⬆ | ⬇ | ⬆ | ⬆ | ⬆ | 65,000 |
| ✓ | Michelin Premier LTX | 74 | \$181 | H | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬆ | ⬇ | ⬆ | ⬆ | 40,000 |
| ✓ | Firestone Destinwation LE 2 | 72 | \$148 | S | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | ⬆ | ⬇ | ⬆ | ⬆ | 65,000 |
| ✓ | Pirelli Scorpion Verde All Season Plus | 72 | \$177 | T | ⬆ | ⬇ | ⬇ | ⬆ | ⬆ | ⬇ | ⬇ | ⬆ | ⬆ | 65,000 |
| ✓ | Michelin Defender LTX M/S | 72 | \$170 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | ⬆ | ⬇ | ⬆ | ⬆ | 85,000 |
| | Cooper Discoverer SRX | 70 | \$163 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | ⬇ | ⬆ | ⬆ | ⬆ | 55,000 |
| | General Grabber HTS60 | 70 | \$136 | T | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬆ | ⬆ | ⬇ | 65,000 |
| | Kumho Crugen HT51 | 68 | \$107 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | ⬆ | ⬇ | ⬆ | ⬆ | 60,000 |
| | Hankook Dynapro HT | 68 | \$127 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬇ | ⬆ | ⬇ | ⬆ | ⬆ | 70,000 |
| | Nexen Roadian HTX RH5 | 68 | \$121 | H | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | 70,000 |
| | Laufenn X Fit HT | 68 | \$120 | T | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬆ | ⬆ | ⬆ | ⬆ | 70,000 |
| | Goodyear Wrangler Fortitude HT | 68 | \$198 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | 65,000 |
| | Bridgestone Dueler LTH | 66 | \$175 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬇ | 75,000 |
| | Nokian WR G3 SUV | 66 | \$124 | V | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | ⬆ | ⬇ | ⬇ | ⬆ | 55,000 |
| | Bridgestone Dueler H/L Alenza Plus | 66 | \$160 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | 65,000 |
| | GT Radial Savero HT2 | 66 | \$105 | S | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | 65,000 |
| | Uniroyal Laredo Cross Country Tour | 64 | \$115 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | ⬆ | ⬇ | ⬆ | ⬇ | 65,000 |
| | Maxxis 770 Bravo H/T | 64 | \$143 | S | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | 60,000 |
| | Falken WildPeak H/T HT01 | 64 | \$129 | T | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | 80,000 |
| | Yokohama Geolandar H/T G056 | 64 | \$125 | T | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬇ | 70,000 |
| | Nitto Dura Grappler Highway Terrain | 62 | \$135 | T | ⬇ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬇ | 70,000 |
| | Fuzion SUV | 62 | \$117 | T | ⬆ | ⬇ | ⬇ | ⬆ | ⬇ | ⬇ | ⬇ | ⬆ | ⬆ | 70,000 |

| | | | | | | | | | | | | | |
|-------------------------------------|----|-------|---|---|---|---|---|---|---|---|---|---|--------|
| SUV ALL-SEASON TIRES | | | | | | | | | | | | | |
| ✓ Kumho Crugen Premium | 68 | \$101 | V | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 60,000 |
| ✓ Bridgestone Dueler H/L 422 Ecopia | 68 | \$139 | H | ↑ | ↓ | ↓ | ↓ | ↑ | ↓ | ↑ | ↑ | ↑ | 65,000 |
| Hankook Dynapro HP2 | 66 | \$116 | H | ↑ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 75,000 |
| Nitto NT 421Q | 66 | \$124 | H | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↑ | ↑ | ↓ | 65,000 |
| Toyo Open Country Q/T | 66 | \$127 | H | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↓ | 65,000 |
| Yokohama Geolander G055 | 64 | \$119 | H | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↓ | ↑ | ↑ | 75,000 |
| Toyo Celsius CUV | 64 | \$121 | H | ↓ | ↓ | ↓ | ↑ | ↑ | ↓ | ↑ | ↓ | ↓ | 75,000 |

> All-Access and Digital members can find the latest, complete ratings and buying advice at [CR.org/tires](https://www.cars.com/tires/).

HOW WE TEST: Overall Score is based on more than a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Speed Rating** denotes a tire's maximum speed. **Braking** tests on ice are from

10 mph; on dry and wet pavement, from 60 mph. **Handling** for many tires combines how well a tire performed in the wet-handling test, steering feel, and an emergency handling maneuver. **Hydroplaning resistance** denotes

a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, packed snow. **Ride** and **Noise** are evaluated

subjectively on rough and smooth roads. **Rolling resistance**, as measured by a dynamometer, is a factor in fuel economy. **Tested tread life** indicates wear potential based on our 16,000- or 20,000-mile vehicle driving test.



FORD RANGER
The new truck is
rugged and
fuel efficient.



Standout Models

Of all the recent vehicles we've tested at our track, these are the top-scoring models across popular categories.

Cars

Small cars are practical for urban driving. Hatchbacks are great for carrying cargo and easy to park. Midsize sedans balance performance, fuel economy, and practicality. Large sedans offer more space and comfort.

COMPACT ELECTRICS/HYBRIDS
\$25,000-\$55,000

- PROS
- Use less fuel (hybrids) or no fuel at all (EVs), fewer emissions, practical, inexpensive to own
- CONS
- Can cost more than vehicles that have only gas engines, EVs have limited range and charging infrastructure

Best EVs
Hyundai Kona Electric
Kia Niro EV
Chevrolet Bolt

Best Hybrids/
Plug-In Hybrid
Toyota Prius
Toyota Prius Prime
Toyota Corolla Hybrid
Honda Insight



Toyota Prius
79
OVERALL SCORE

SMALL HATCHBACKS/CROSSOVERS
\$16,000-\$25,000

- PROS
- Flexibility for cargo or passengers, excellent use of space, fuel economy, easy to park
- CONS
- Tend to be noisy, slow acceleration, can be hard to fit both passengers and cargo

Best Overall
Kia Soul
Hyundai Elantra GT
Volkswagen Golf

Fuel-Efficient
Toyota Corolla Hatchback



Kia Soul
81
OVERALL SCORE

SMALL SEDANS
\$17,000-\$25,000

- PROS
- Easy to park and maneuver, fuel economy
- CONS
- Less versatile than hatchbacks, tend to be noisy, slow acceleration

Best Overall
Subaru Impreza
Toyota Corolla
Honda Civic
Mazda3
Hyundai Elantra

Fuel-Efficient
Toyota Corolla Hybrid



Subaru Impreza
79
OVERALL SCORE

MIDSIZED SEDANS

\$25,000-\$35,000

PROS

Comfortable ride, low noise levels, roomy accommodations, ample power

CONS

Limited cargo flexibility

Best Overall

Subaru Legacy
Toyota Camry
Nissan Altima
Honda Accord
Kia Optima
Mazda6

Fuel-Efficient

Toyota Camry Hybrid
Honda Accord Hybrid
Honda Clarity Plug-In Hybrid



Subaru Legacy

87

OVERALL SCORE

LARGE SEDANS

\$35,000-\$45,000

PROS

Comfort, roominess, quiet cabin, power, near-luxury fit and finish

CONS

Lack agility, harder to park

Best Overall

Toyota Avalon Hybrid
Chevrolet Impala
Kia Cadenza
Nissan Maxima
Chrysler 300



Toyota Avalon Hybrid

93

OVERALL SCORE

LUXURY SEDANS

\$30,000-\$115,000

PROS

Quiet cabin, power, fit and finish, handling

CONS

Fuel economy, expensive to maintain when warranty ends, complex and distracting controls

Best Compact

Audi A4
Volkswagen Arteon
Genesis G70

Best Midsize

Lincoln MKZ
Genesis G80
Lexus ES

Ultraluxury

Tesla Model S
Genesis G90



Audi A4

88

OVERALL SCORE

SUVs

Small SUVs blend fuel economy and versatility. Midsize and large SUVs offer more cargo and passenger room, but fuel economy suffers. All-wheel drive is almost always available and often standard.

SMALL

\$25,000-\$38,000

PROS

Versatility, ease of parking, agility, fuel economy

CONS

Noisy, stiff ride, cost more than a comparable sedan or hatchback

Best Overall

Subaru Crosstrek
Subaru Forester
Mazda CX-5
Hyundai Kona
Nissan Rogue Sport
Honda CR-V

Fuel-Efficient

Subaru Crosstrek Hybrid
Toyota RAV4 Hybrid



Subaru Crosstrek

85

OVERALL SCORE

MIDSIZE

\$37,000-\$50,000

PROS

Versatility, good interior and cargo space, ample power, third-row seat in some, composed ride, quiet cabin

CONS

Can get pricey, handling, fuel economy, challenging to park

Best Overall (Two-Row)

Subaru Outback
Ford Edge
Hyundai Santa Fe
Nissan Murano

Best Overall (Three-Row)

Kia Telluride
Hyundai Palisade
Mazda CX-9
Subaru Ascent
Honda Pilot
Kia Sorento



Kia Telluride

92

OVERALL SCORE

LARGE

\$55,000-\$75,000

PROS

Versatility, cargo space, room for passengers, towing abilities

CONS

High price, fuel economy, clumsy handling, challenging to park and maneuver

Best Overall

Toyota Sequoia
Ford Expedition Max



Ford Expedition Max

73

OVERALL SCORE

LUXURY

\$30,000-\$110,000

PROS

Plush accommodations, interior room, quiet cabin, cutting-edge technology

CONS

Fuel economy, expensive to maintain, controls can be complex and distracting, costly options, spotty reliability for some

Best Compact

Porsche Macan
Lexus NX300
Lexus UX250h
Audi Q3
BMW X3
Audi Q5

Best Midsize

Porsche Cayenne
Audi Q7
Lexus RX
Audi E-Tron

Best Large

Buick Enclave
Toyota Land Cruiser



Porsche Cayenne

88

OVERALL SCORE

Minivans

The vehicles of choice for hauling up to eight people.

PRICE RANGE

\$35,000-\$49,000

PROS

Abundant luggage/cargo space, composed ride, quiet cabin, can seat seven or eight

CONS

Fuel economy, few offer all-wheel drive

Best Overall

Toyota Sienna



Toyota Sienna

78

OVERALL SCORE

Sports Cars

The best are quick and agile, and offer a rewarding driving experience.

PRICE RANGE

\$24,000-\$70,000

PROS

Fun, quick, agile, stylish

CONS

Impractical, cramped, rough-riding, noisy, expensive to insure

Best Overall

Porsche 718 Boxster
BMW M240i

Roadsters

Mazda MX-5 Miata

Fun Coupes

Subaru BRZ
Toyota 86
Volkswagen GTI
Hyundai Veloster Turbo R-Spec



Mazda MX-5 Miata

84

OVERALL SCORE

Pickup Trucks

The top pickup trucks are adaptable for work or family duty.

PRICE RANGE

\$35,000-\$68,000

PROS

Unbeatable hauling and towing capacities, versatility

CONS

Fuel-thirsty, bulky size, exposed cargo areas, high cost

Best Overall

Honda Ridgeline
Ford Ranger



Honda Ridgeline

76

OVERALL SCORE



Vehicle Ratings

Find your next car, SUV, or pickup truck using our exclusive test results and survey data.

THESE CHARTS PROVIDE a quick reference guide to all the vehicles we have recently tested so that you can see how each matches up with its competitors.

■ **Price as tested** is the sticker price at the time we bought the tested vehicle.

■ **Overall Score** includes the vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Auto Surveys; the availability of frontal crash prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. For information

on safety and crash tests, see page 190.

■ **Survey results** reflect findings from CR's latest Auto Surveys, which are compiled from data reported by Consumer Reports members. **Predicted reliability** is our forecast of how well a new model is likely to hold up. **Owner satisfaction** is based on the percentage of surveyed CR members who say they would definitely buy or lease their vehicle again.

We use a model's latest three years of data to determine the predictions, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey responses, or when a model is all new or redesigned, we use our expert judgment based on a brand's

track record and similar models to predict reliability and owner-satisfaction ratings. To learn more, go to [CR.org/reliability](https://www.crp.org/reliability).

■ **Road-test score** is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center in central Connecticut.

■ **Overall mpg** is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving.

■ **High and lows** give a summary of a model's notable strengths and weaknesses.

Key to the Ratings

Here, the vehicles are divided by category and ranked according to their Overall Score. Certain models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category.

■ **Recommended** vehicles are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our recommendation, noted with a ✓, vehicles must have a high Overall Score in their category.

Why We Haven't Rated Some Vehicles

Some models are brand new, have been redesigned, or have been extensively updated since our last test and are scheduled to be included in future road tests. These include the Cadillac CT5; Chevrolet Corvette, Suburban, and Tahoe; Kia Seltos; Mazda CX-30; Mercedes-Benz GLB; Nissan Sentra; and, Toyota Highlander. For updates, check future issues of Consumer Reports Cars or [CR.org](https://www.crp.org).

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|---|---------------|-----------|-----------------------|--------------------|-------------------|------------------------------------|---|---|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |
| CARS: COMPACT ELECTRICS | | | | | | | | |
| ✓ Hyundai Kona Electric Limited | 83 | \$42,330 | ↑ | ↑ | 76 | 120 ¹ | Acceleration, handling, range, low running costs, no emissions, reliability. | Charging times, gear selector. |
| ✓ Kia Niro EV EX Premium | 81 | \$47,270 | ↑ | ↑ | 81 | 112 ¹ | Robust range for an EV, no emissions, acceleration, quietness, practicality, reliability. | Charging times. |
| ✓ BMW i3 Giga Rex | 71 | \$51,095 | ↑ | ↑ | 70 | 113 ¹ / 29 ² | Agility. | Short range, seats only four, rear-seat access, cargo space, stingy instrumentation. |
| ✓ Chevrolet Bolt Premier | 70 | \$43,155 | ↓ | ↑ | 76 | 119 ¹ | Range, acceleration, no emissions, agility, quietness. | Charging times, brake pedal feel, ride, seat comfort, gear selector. |
| Nissan Leaf SL Plus | 68 | \$44,330 | ↓ | ↓ | 73 | 104 ¹ | Low running costs, no emissions, quick and quiet acceleration, access. | Charging times, range still limited, driving position, lack of agility. |
| Toyota Mirai | 66 | \$58,335 | ↑ | ↑ | 61 | 67 ¹ | Long range for an EV, relatively quick fill-ups, ride, emits only water vapor. | Only seats 4, clumsy handling, limited hydrogen infrastructure, cargo space, too easy to turn off DRL. |
| Nissan Leaf SV | 61 | \$38,115 | ↓ | ↓ | 62 | 112 ¹ | Low running cost, quietness, no emissions, power delivery, access. | Charging times, short range, driving position, lack of agility. |
| CARS: COMPACT HYBRIDS AND PLUG-INS | | | | | | | | |
| ✓ Toyota Prius LE | 79 | \$27,323 | ↑ | ↑ | 75 | 52 | Fuel economy, hatchback versatility, ride, reliability. | Rear visibility, acceleration, seat comfort, insubstantial for price, odd gear selector and gauges, too easy to turn off DRL. |
| ✓ Toyota Prius Prime Premium | 79 | \$29,889 | ↑ | ↑ | 74 | 133 ¹ / 50 ² | Fuel economy, no range anxiety, ride, hatchback versatility, reliability. | Complex infotainment screen, 4-seat only, no rear wiper, too easy to turn off DRL. |
| ✓ Honda Insight EX | 77 | \$24,955 | ↑ | ↑ | 73 | 54 | Fuel economy, ride. | Controls, front-seat comfort, low stance hurts access. |
| ✓ Toyota Corolla Hybrid LE | 76 | \$24,129 | ↑ | ↑ | 69 | 48 | Fuel economy, ride, controls, reliability. | Acceleration, rear seat, access. |
| Hyundai Ioniq SEL | 71 | \$25,035 | ↑ | ↑ | 67 | 52 | Fuel economy, controls, cargo versatility. | Braking, agility, hesitation off the line, too easy to turn off DRL. |
| Kia Niro EX | 63 | \$26,805 | ↓ | ↑ | 65 | 43 | Fuel economy, controls, cargo versatility. | Braking, agility, hesitation off the line, front seat comfort, ride. |
| CARS: SMALL SEDANS | | | | | | | | |
| ✓ Subaru Impreza Premium | 79 | \$23,410 | ↑ | ↓ | 85 | 30 | Ride, braking, fuel economy, relatively roomy interior, controls. | Front-seat comfort. |
| ✓ Toyota Corolla LE | 75 | \$23,530 | ↑ | ↑ | 68 | 33 | Fuel economy, ride, controls, reliability. | Acceleration, rear seat, access. |
| ✓ Honda Civic LX | 73 | \$20,275 | ↓ | ↑ | 76 | 32 | Fuel economy, ride, handling, interior storage. | Awkward access, front seat comfort. |
| ✓ Honda Civic EX-T | 72 | \$23,035 | ↓ | ↑ | 75 | 31 | Fuel economy, ride, handling, interior storage. | Awkward access, front-seat comfort, complicated infotainment for EX and higher trims. |
| ✓ Mazda3 Select | 68 | \$24,115 | ↓ | ↓ | 75 | 30 | Fit and finish, quietness, braking, fuel economy. | Controls. |
| ✓ Hyundai Elantra SEL | 67 | \$20,630 | ↑ | ↓ | 66 | 33 | Relatively roomy, easy controls, fuel economy. | Engine noise, ride, front-seat comfort, too easy to turn off DRL. |
| ✓ Kia Forte LXS | 66 | \$20,165 | ↓ | ↓ | 67 | 34 | Controls, fuel economy. | Ride, noise, seat comfort, fit and finish. |
| ✓ Toyota Yaris LE | 65 | \$17,570 | ↑ | ↓ | 60 | 35 | Fuel economy, agility, reliability. | Noise levels, infotainment learning curve, tight rear-seat, wet braking. |
| Hyundai Accent SEL | 63 | \$18,435 | ↓ | ↓ | 64 | 33 | Controls, fuel economy, braking. | Stiff ride, loud cabin, seat comfort, interior room. |
| Kia Rio S | 59 | \$17,220 | ↓ | ↓ | 61 | 33 | Controls, fuel economy. | Stiff ride, loud cabin, seat comfort, interior room. |













¹ Miles-per-gallon equivalent (MPGe). ² Miles per gallon while running on gas engine.

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|-------------------------------------|---------------|-----------|-----------------------|--------------------|-------------------|--|---|--|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |
| CARS: SMALL SEDANS <i>Continued</i> | | | | | | | | |
| Nissan Versa SV | 58 | \$18,980 | ↓ | ↓ | 61 | 32 | Controls, fuel economy, standard advanced safety features for price. | Ride, engine noise, seat comfort. |
| Volkswagen Jetta SE | 57 | \$23,325 | ↓ | ↓ | 78 | 34 | Fuel economy, controls, relatively roomy cabin. | Reliability, low dash vents. |
| CARS: SMALL HATCHBACKS | | | | | | | | |
| ✓ Kia Soul EX | 81 | \$25,320 | ↑ | ↑ | 76 | 28 | Braking, controls, access, braking, passenger space, reliability. | Ride, loud engine. |
| ✓ Hyundai Elantra GT (2.0L) | 81 | \$23,265 | ↑ | ↑ | 79 | 28 | Handling, braking, transmission, controls, hatchback versatility, reliability. | Ride, noise. |
| ✓ Volkswagen Golf | 79 | \$25,315 | ↓ | ↑ | 82 | 28 | Ride, handling, quietness, braking, easy infotainment system, hatchback versatility. | Relatively pricey. |
| ✓ Toyota Corolla Hatchback SE | 76 | \$24,263 | ↑ | ↓ | 66 | 36 | Handling, fuel economy, controls, braking, reliability. | Ride, engine noise, tight rear seat. |
| ✓ Honda Fit EX | 71 | \$19,025 | ↑ | ↓ | 67 | 33 | Fuel economy, interior room, versatility, handling, access, reliability. | Ride, noise, confusing uplevel audio system. |
| Hyundai Venue SEL | 62 | \$20,720 | ↓ | ↑ | 59 | 32 | Controls, fuel economy, braking | Ride, noise, fit and finish, rear seat, no adjustable seat belt anchors. |
| Nissan Kicks SV | 61 | \$21,050 | ↓ | ↓ | 64 | 32 | Fuel economy, controls, visibility. | Acceleration, fit and finish, front-seat comfort, agility. |
| Toyota C-HR XLE | 61 | \$23,892 | ↓ | ↓ | 64 | 29 | Controls. | Slow acceleration, wind noise, rear visibility, rear access, unsupportive driver's seat. |
| Chevrolet Spark 1LT | 48 | \$16,660 | ↓ | ↓ | 47 | 33 | Fuel economy, easy to park, braking, | Acceleration, ride, noise, seat comfort, driving position. |
| Mitsubishi Mirage ES | 31 | \$16,050 | ↓ | ↓ | 29 | 37 | Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content. | Handling, noise, vibration, acceleration, feels cheap, no advanced safety features offered. |
| Fiat 500L Pop | 29 | \$24,595 | ↓ | ↓ | 50 | 27 | Roomy interior, handy size, access. | Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position, no advanced safety features offered. |
| CARS: MIDSIZED | | | | | | | | |
| ✓ Subaru Legacy Premium | 87 | \$27,609 | ↑ | ↑ | 89 | 28 | Ride, transmission, standard all-wheel drive. | Some controls require multiple steps. |
| ✓ Toyota Camry Hybrid LE | 86 | \$28,949 | ↑ | ↑ | 89 | 47 | Fuel economy, ride, controls. | Low stance hurts access, too easy to cancel DRL. |
| ✓ Toyota Camry LE (4-cyl.) | 84 | \$26,364 | ↑ | ↑ | 86 | 32 | Fuel economy, braking, ride, controls. | High-rpm engine noise, transmission refinement, low stance hurts access, too easy to cancel DRL. |
| ✓ Nissan Altima 2.5 SV | 84 | \$29,330 | ↑ | ↓ | 81 | 31 | Controls, fuel economy, reliability. | Agility, ease of entry. |
| ✓ Honda Accord EX (1.5T) | 82 | \$28,345 | ↓ | ↑ | 89 | 31 | Ride, handling, fuel economy, controls. | Low stance hurts access. |
| ✓ Kia Optima LX (2.4L) | 82 | \$25,860 | ↓ | ↓ | 86 | 28 | Roomy interior, seat comfort, controls, braking. | Too easy to turn off DRL, low dash vents. |
| ✓ Honda Accord Hybrid EX | 82 | \$29,780 | ↓ | ↑ | 89 | 47 | Fuel economy, ride, trunk space. | Low stance hurts access, unintuitive gear selector. |
| ✓ Mazda6 Touring (2.5L) | 80 | \$26,590 | ↑ | ↑ | 79 | 28 | Handling, ride. | Relatively tight quarters. |
| ✓ Honda Clarity Plug-in | 78 | \$34,290 | ↑ | ↑ | 74 | 110 ⁽¹⁾ / 39 ⁽²⁾ | Acts as an EV for short distances, ride, interior room, reliability. | Clumsy handling, front-seat comfort, confusing controls, small gas tank for long trips. |

















^[1] Miles-per-gallon equivalent (MPGe). ^[2] Miles per gallon while running on gas engine.

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|--------------|---------------|-----------|-----------------------|--------------------|-------------------|-------------|-------|------|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |



















CARS: MIDSIZED *Continued*

| | | | | | | | | |
|--------------------------------------|----|----------|--|--|----|----|--|--|
| ✓ Hyundai Sonata SEL (2.5L) | 77 | \$26,670 |  |  | 81 | 31 | Fuel economy, trusty handling, braking, optional high-tech features. | Ride, gear selector. |
| ✓ Ford Fusion Titanium (2.0T) | 73 | \$33,180 |  |  | 83 | 22 | Agility, ride, quietness, fun to drive, braking. | Visibility, rear seat, small trunk opening. |
| ✓ Volkswagen Passat SE | 73 | \$28,080 |  |  | 77 | 28 | Controls, rear seat, visibility. | Abrupt launch, on-limit handling. |
| ✓ Ford Fusion SE (1.5T) | 72 | \$27,720 |  |  | 81 | 24 | Agility, ride, quietness, fun to drive, braking. | Visibility, rear seat, small trunk opening. |
| ✓ Ford Fusion Hybrid SE | 71 | \$28,290 |  |  | 80 | 39 | Fuel economy, agility, ride, quietness, fun to drive, powertrain. | Visibility, touchy brakes, rear seat, small trunk opening. |
| Chevrolet Malibu LT (1.5T) | 57 | \$26,790 |  |  | 80 | 29 | Ride, quietness, controls. | Reliability, raspy turbo, front seat comfort, so-so visibility, no standard AEB. |

CARS: LARGE

| | | | | | | | | |
|--|----|----------|---|---|----|----|---|--|
| ✓ Toyota Avalon Hybrid XLE | 93 | \$38,643 |  |  | 93 | 42 | Fuel economy, ride, interior room, controls, trunk space, reliability. | Lower stance hurts getting in and out, too easy to cancel DRL. |
| ✓ Kia Cadenza Technology | 85 | \$36,945 |  |  | 91 | 24 | Acceleration, smooth powertrain, quietness, braking, interior room, controls. | Lacks agility. |
| ✓ Chevrolet Impala Premier (V6) | 84 | \$39,110 |  |  | 91 | 22 | Ride, handling, braking, quietness, spacious cabin and trunk. | Rear visibility. |
| ✓ Nissan Maxima Platinum | 80 | \$41,995 |  |  | 81 | 25 | Acceleration, controls, fit and finish. | Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room. |
| ✓ Chrysler 300 C (V8) | 79 | \$45,650 |  |  | 84 | 20 | Acceleration, transmission, ride, quietness, seat comfort, fit and finish. | Expensive optional advanced safety equipment. |
| ✓ Chrysler 300 Limited (V6) | 78 | \$38,335 |  |  | 83 | 22 | Transmission, ride, quietness, seat comfort, fit and finish. | Expensive optional advanced safety equipment. |
| ✓ Dodge Charger R/T Plus (V8) | 73 | \$40,375 |  |  | 85 | 20 | V8 sound and power, transmission, easy-to-use infotainment system. | Visibility, access. |
| ✓ Dodge Charger SXT (V6) | 71 | \$34,510 |  |  | 82 | 22 | Transmission, quietness, ride, interior room, feature content. | Visibility, access. |

CARS: LUXURY SMALL

| | | | | | | | | |
|--|----|----------|---|---|----|------------------|---|---|
| ✓ Audi A4 Premium Plus | 88 | \$48,890 |  |  | 88 | 27 | Ride, handling, quietness, transmission, fit and finish, front-seat comfort, reliability. | Controls including gear selector take getting used to, tight rear seat. |
| ✓ Volkswagen Arteon SEL (AWD) | 82 | \$43,475 |  |  | 91 | 24 | Handling, braking, fit and finish, controls, hatchback versatility. | Engine noise. |
| ✓ Genesis G70 Elite (2.0T, AWD) | 82 | \$43,115 |  |  | 74 | 23 | Handling, controls, fit and finish, reliability. | Tight quarters, gear selector, stopping distance. |
| ✓ Tesla Model 3 Long Range | 80 | \$59,000 |  |  | 82 | 130 ¹ | Instant power, handling agility, front-seat comfort, low running costs, no emissions. | Stiff ride, distracting controls, rear seat, long charging times. |
| ✓ Mercedes-Benz C300 (4MATIC) | 76 | \$47,560 |  |  | 85 | 26 | Ride, handling, acceleration, quietness, front-seat comfort, fit and finish. | Controls including gear selector. |
| ✓ Audi A3 Premium | 74 | \$31,495 |  |  | 77 | 27 | Handling, feels solid, braking. | Rear seat, some controls, headlights. |
| ✓ Acura TLX 2.4L | 74 | \$35,920 |  |  | 79 | 27 | Powertrain, braking. | Annoying audio controls, lacks panache. |
| ✓ Acura TLX SH-AWD | 72 | \$42,345 |  |  | 76 | 25 | Acceleration, braking. | Transmission, annoying controls, lacks panache. |
| Infiniti Q50 Luxe (AWD) | 71 | \$48,775 |  |  | 85 | 22 | Acceleration, agility, braking, visibility. | Cumbersome infotainment system, small trunk. |

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|---|---------------|-----------|-----------------------|--------------------|-------------------|-------------|--|---|
| | | | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |
| | | As tested | | | | | | |
| CARS: LUXURY SMALL <i>Continued</i> | | | | | | | | |
| Lexus IS300 (AWD) | 69 | \$48,149 | ⬆️ | ⬇️ | 56 | 20 | Reliability. | Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access. |
| Kia Stinger Premium (2.0T, AWD) | 68 | \$40,400 | ⬇️ | ⬆️ | 75 | 23 | Handling, front-seat comfort, hatchback versatility. | Ride, tight rear seat, difficult access, visibility. |
| Acura ILX Premium | 64 | \$30,820 | ⬆️ | ⬇️ | 61 | 28 | Reliability. | Stiff ride, loud cabin, access, controls, overpriced for what you get. |
| Buick Regal Essence (2.0T, AWD) | 64 | \$39,715 | ⬇️ | ⬆️ | 87 | 23 | Ride, powertrain, braking, controls, front-seat comfort, hatchback versatility. | Interior ambience. |
| Volvo S60 T5 Momentum | 63 | \$47,110 | ⬇️ | ⬆️ | 71 | 26 | Braking, quietness, front-seat comfort, fit and finish. | Ride, controls. |
| BMW 330i xDrive | 63 | \$52,995 | ⬇️ | ⬇️ | 86 | 29 | Handling, acceleration, braking, transmission, fuel economy, front-seat comfort, fit and finish. | Reliability, controls, overzealous lane keep assist. |
| Mercedes-Benz CLA250 (4MATIC) | 57 | \$44,390 | ⬇️ | ⬇️ | 65 | 27 | Handling, fit and finish, front-seat comfort. | Ride, controls, rear seat, access. |
| Mercedes-Benz A220 (4MATIC) | 56 | \$43,385 | ⬇️ | ⬇️ | 64 | 27 | Handling, braking, fit and finish, front-seat comfort. | Ride, controls, hesitation off line, rear seat, wimpy AC, access. |
| Jaguar XE Premium (25t AWD) | 55 | \$47,378 | ⬇️ | ⬇️ | 69 | 25 | Handling agility, steering. | Tight quarters, seat comfort, controls, interior short on luxury grade. |
| Alfa Romeo Giulia Ti (AWD) | 51 | \$48,890 | ⬇️ | ⬆️ | 70 | 27 | Agility, steering. | Reliability, controls, rear seat, limited driver's seat adjustments. |
| CARS: LUXURY MIDSIZED | | | | | | | | |
| ✓ Lincoln MKZ (2.0T) | 89 | \$41,990 | ⬆️ | ⬆️ | 88 | 23 | Handling, ride, quietness. | Visibility, snug interior, hidden exterior trunk release, gear selector. |
| ✓ Lincoln MKZ Hybrid | 89 | \$41,990 | ⬆️ | ⬆️ | 88 | 34 | Handling, ride, quietness, fuel economy. | Visibility, snug interior, hidden exterior trunk release, gear selector. |
| ✓ Genesis G80 3.8 (AWD) | 89 | \$52,450 | ⬆️ | ⬆️ | 89 | 20 | Ride, braking, quietness, slick powertrain, fit and finish. | Gear selector. |
| ✓ Lexus GS350 | 87 | \$58,858 | ⬆️ | ⬆️ | 83 | 21 | Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability. | Fussy controls. |
| ✓ Lexus ES350 | 87 | \$48,855 | ⬆️ | ⬆️ | 84 | 25 | Ride, quietness, front seat comfort, fit and finish, reliability. | Controls, rear seat. |
| ✓ Lincoln Continental Reserve (2.7T, AWD) | 80 | \$55,590 | ⬇️ | ⬆️ | 83 | 20 | Ride, quietness, acceleration, braking, interior room. | Confusing gear selector, controls, front-seat comfort. |
| ✓ Mercedes-Benz E350 (4MATIC) | 78 | \$69,585 | ⬇️ | ⬇️ | 85 | 24 | Agility, braking, quietness, front-seat comfort, fit and finish. | Controls, tight rear seat, rear access. |
| BMW 530i xDrive | 73 | \$65,210 | ⬇️ | ⬆️ | 94 | 26 | Ride, quietness, transmission, seat comfort, fit and finish. | Reliability, learning curve for controls. |
| Acura RLX Tech | 72 | \$55,345 | ⬇️ | ⬇️ | 75 | 23 | Spacious and plush interior, seat comfort, braking. | Ride, agility, complicated controls, suspension noise. |
| Cadillac CT6 Luxury (3.6L, AWD) | 70 | \$64,485 | ⬇️ | ⬇️ | 95 | 22 | Agility, ride, braking, quietness, seat comfort, interior room, fit and finish. | Reliability, controls, low dash vents, scant in-cabin storage. |
| Audi A6 Premium Plus (2.0T) | 65 | \$59,390 | ⬇️ | ⬆️ | 93 | 26 | Handling, braking, seat comfort, fit and finish. | Reliability, hesitation off line, scant interior storage. |
| Volvo S90 T6 Momentum (AWD) | 63 | \$61,855 | ⬇️ | ⬇️ | 73 | 23 | Seat comfort, fit and finish. | Reliability, ride comfort, coarse engine noise, unintuitive controls. |
| Jaguar XF Prestige (V6, AWD) | 59 | \$66,586 | ⬇️ | ⬇️ | 83 | 21 | Ride, agility, acceleration, braking, transmission, front-seat comfort. | Controls, no standard AEB, weak A/C. |
| Maserati Ghibli S Q4 | 51 | \$89,010 | ⬇️ | ⬇️ | 71 | 19 | Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish. | Ride, initial turbo lag, fuel economy, rear seat, access, touchy brake pedal, fussy gear selector. |

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|-----------------------------------|---------------|-----------|-----------------------|--------------------|-------------------|------------------|---|---|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |
| CARS: ULTRA LUXURY | | | | | | | | |
| ✓ BMW 750i xDrive | 86 | \$110,645 | | | 99 | 21 | Ride, quietness, powertrain, seat comfort, room, fit and finish. | Narrow trunk, learning curve for controls. |
| ✓ Tesla Model S Long Range | 83 | \$100,200 | | | 97 | 102 ¹ | Acceleration, handling, luggage capacity, low running costs, no emissions. | Long charge times, access, rear-seat comfort, visibility, controls. |
| ✓ Genesis G90 Premium (3.3T, AWD) | 82 | \$71,550 | | | 89 | 18 | Powertrain, ride, quietness, interior room. | Fuel economy, unintuitive gear selector, low dash vents. |
| Mercedes-Benz S560 (4MATIC) | 74 | \$114,475 | | | 96 | 18 | Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish. | Reliability, fuel economy, complicated and distracting controls. |
| Audi A8 3.0T | 67 | \$97,595 | | | 96 | 21 | Ride, quietness, transmission, interior room, seat comfort, fit and finish. | Reliability, controls require a learning curve, scant in-cabin storage. |
| Lexus LS500 (AWD) | 52 | \$103,899 | | | 72 | 20 | Acceleration, quietness, transmission, driver's seat comfort, fit and finish. | Reliability, controls, rear seat space for class, small trunk. |
| SPORTS CARS | | | | | | | | |
| ✓ Porsche 718 Boxster Base | 88 | \$69,790 | | | 95 | 26 | Acceleration, handling, braking, fit and finish, quick top-operation that works on the move. | Ride, noise, access, some controls, visibility with closed top. |
| ✓ BMW M240i | 87 | \$50,400 | | | 98 | 25 | Acceleration, handling, braking, front-seat comfort, quietness. | Rear seat room, some controls. |
| ✓ Mazda MX-5 Miata Club | 86 | \$29,905 | | | 80 | 34 | Agility, manual shifter, fuel economy, easy manual top, reliability | Ride, noise, tight quarters, cumbersome infotainment system, access. |
| ✓ Subaru BRZ Premium | 82 | \$27,117 | | | 79 | 30 | Driving fun, handling, braking, fuel economy, reliability. | Ride, noise, access, vestigial rear seating, no advanced safety features offered. |
| ✓ Toyota 86 | 81 | \$25,025 | | | 78 | 30 | Driving fun, handling, braking, fuel economy, reliability. | Ride, noise, access, vestigial rear seating, no advanced safety features offered. |
| ✓ Toyota Supra Premium | 80 | \$56,115 | | | 91 | 27 | Acceleration, transmission, handling, braking. | Access, visibility, ride, noise. |
| ✓ Volkswagen GTI Autobahn | 80 | \$31,730 | | | 82 | 29 | Agility, seat comfort, quiet cabin, hatchback versatility. | None. |
| ✓ Hyundai Veloster Turbo R-Spec | 80 | \$23,785 | | | 83 | 29 | Handling, braking, manual shifter, controls. | Ride, noise, visibility. |
| ✓ Mini Cooper S | 79 | \$29,945 | | | 80 | 30 | Handling, fuel economy, manual shifter, engine sound. | Rear seat, some controls, premium fuel. |
| ✓ Audi TT 2.0T | 78 | \$50,600 | | | 84 | 26 | Agility, braking, front-seat comfort, fit and finish, hatchback versatility, high-tech features. | Controls take getting used to, ride, access, tiny rear seat, no advanced safety features offered. |
| ✓ BMW Z4 sDrive 30i | 76 | \$59,195 | | | 86 | 29 | Handling, braking, acceleration, seat comfort, fit and finish, quick top operation. | Ride, visibility, controls, overzealous lane keep assist. |
| ✓ Dodge Challenger R/T Plus (V8) | 72 | \$40,860 | | | 70 | 20 | Braking, exhaust sound, infotainment system, habitable rear seat, brawn. | Ride, noise, visibility. |
| ✓ Ford Mustang GT Premium (V8) | 72 | \$43,295 | | | 84 | 19 | Handling, acceleration, braking, interior details, exhaust sound. | Fuel economy, rear seat, ride. |
| ✓ Honda Civic Si | 71 | \$24,775 | | | 74 | 34 | Handling, braking, fuel economy, value. | Ride, controls, access. |
| ✓ Nissan Z Touring | 69 | \$38,565 | | | 81 | 23 | Acceleration, handling, braking, fit and finish. | Ride, noise, visibility, access, no advanced safety features offered. |























| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|-----------------------------------|---------------|-----------|-----------------------|--------------------|-------------------|---------------------------------------|--|---|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |
| SPORTS CARS <i>Continued</i> | | | | | | | | |
| ✔ Ford Mustang Premium (2.3T) | 66 | \$33,080 | ⬇️ | ⬆️ | 76 | 25 | Handling, braking, interior details. | Rear seat, noise, raspy engine sound. |
| Fiat 124 Lusso | 64 | \$29,985 | ⬇️ | ⬇️ | 76 | 31 | Agility, manual shifter, fuel economy, easy manual top. | Ride, noise, tight quarters, access, infotainment system, no advanced safety features offered. |
| Subaru WRX Premium | 61 | \$29,742 | ⬇️ | ⬇️ | 75 | 26 | Acceleration, cornering grip, braking, four-door practicality, visibility. | Reliability, ride, constant engine drone, stiff clutch, clunky shifter, turbo lag. |
| Chevrolet Camaro SS (V8) | 53 | \$47,020 | ⬇️⬇️ | ⬆️ | 85 | 20 | Acceleration, handling, braking, styling. | Reliability, visibility, tight interior, low dash vents. |
| MINIVANS | | | | | | | | |
| ✔ Toyota Sienna XLE | 78 | \$38,424 | ⬆️ | ⬇️ | 79 | 21 | Ride, interior space and flexibility, rear seat, reliability. | Transmission smoothness, agility, fit and finish, too easy to turn off DRL. |
| Kia Sedona EX | 67 | \$34,795 | ⬇️ | ⬇️ | 70 | 20 | Powertrain, second-row comfort, fit and finish. | Clumsy handling, stiff ride, lacks expected minivan flexibility. |
| Dodge Grand Caravan SXT | 65 | \$37,295 | ⬆️ | ⬇️ | 72 | 17 | Ride, quietness, foldaway second-row seats, cargo flexibility. | Poor IIHS small overlap crash-test results, fuel economy, cornering limits, unrefined transmission, radio controls. |
| Honda Odyssey EX-L | 61 | \$40,300 | ⬇️ | ⬇️ | 85 | 22 | Ride, quietness, interior room and flexibility, kid-friendly tech. | Reliability. |
| Chrysler Pacifica Hybrid Platinum | 61 | \$48,380 | ⬇️⬇️ | ⬇️ | 88 | 84 ^[1] / 27 ^[2] | Interior space, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy. | Reliability, Hybrid loses Stow 'n Go seating/cargo flexibility. |
| Chrysler Pacifica Touring L | 59 | \$38,245 | ⬇️⬇️ | ⬇️ | 85 | 21 | Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access. | Reliability, coarse-sounding engine. |
| SUVs: SMALL | | | | | | | | |
| ✔ Subaru Crosstrek Premium | 85 | \$25,905 | ⬆️ | ⬆️ | 87 | 29 | Ride, braking, controls, fuel economy, reliability. | Acceleration, engine noise, driver's seat short on lumbar support. |
| ✔ Subaru Forester Premium | 84 | \$29,341 | ⬇️ | ⬆️ | 90 | 28 | Fuel economy, roomy interior, great visibility, easy controls. | Engine noise. |
| ✔ Mazda CX-5 Touring | 84 | \$29,530 | ⬆️ | ⬆️ | 80 | 24 | Ride, quietness, handling, reliability. | So-so rear visibility, controls have a learning curve. |
| ✔ Subaru Crosstrek Hybrid Premium | 82 | \$36,685 | ⬆️ | ⬆️ | 82 | 90 ^[1] / 33 ^[2] | Ride, braking, fuel economy, reliability. | Acceleration, engine noise, battery takes up cargo room. |
| ✔ Hyundai Kona SEL (2.0L) | 78 | \$25,025 | ⬆️ | ⬆️ | 71 | 26 | Agility, braking, controls, fuel economy, reliability. | Ride, noise, acceleration. |
| ✔ Nissan Rogue Sport SV | 78 | \$25,655 | ⬆️ | ⬇️ | 72 | 26 | Access, fuel economy, controls, reliability. | Acceleration, rear-seat comfort, rear visibility. |
| ✔ Honda CR-V EX | 77 | \$28,935 | ⬇️ | ⬆️ | 82 | 28 | Fuel economy, roomy interior, access. | Cumbersome infotainment system on EX and higher trims. |
| ✔ Chevrolet Equinox LT (1.5T) | 76 | \$33,730 | ⬆️ | ⬇️ | 78 | 25 | Interior room, ride, quietness, controls, infotainment system. | So-so acceleration, interior fit and finish. |
| ✔ Nissan Rogue SV | 75 | \$29,920 | ⬆️ | ⬇️ | 74 | 24 | Ride, access, spacious interior, optional surround-view camera. | Engine noise, cloth front-seat lacks support. |
| ✔ Kia Sportage LX (2.4L) | 75 | \$26,720 | ⬇️ | ⬇️ | 78 | 23 | Handling, powertrain, room, easy controls. | Rear visibility. |
| ✔ Toyota RAV4 Hybrid XLE | 75 | \$34,193 | ⬇️ | ⬇️ | 76 | 37 | Fuel economy. | Ride, fit and finish. |
| ✔ Mazda CX-3 Touring | 73 | \$25,800 | ⬆️ | ⬇️⬇️ | 64 | 28 | Handling, fuel economy, reliability. | Noise, tight rear seat and cargo room, visibility, ride with 18-inch wheel. |
| ✔ Toyota RAV4 XLE (2.5L) | 72 | \$32,109 | ⬇️ | ⬇️ | 72 | 27 | Fuel economy. | Engine noise, ride, fit and finish. |
| GMC Terrain SLE (2.0T) | 69 | \$36,950 | ⬆️ | ⬇️ | 67 | 22 | Acceleration, braking. | Loud cabin, stiff ride, agility, visibility, fit and finish, unintuitive gear selector. |

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|--------------|---------------|-----------|-----------------------|--------------------|-------------------|-------------|-------|------|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |

SUVs: SMALL *Continued*

| | | | | | | | | |
|--|----|----------|---|---|----|----|---|---|
| Ford EcoSport SES (2.0L) | 68 | \$28,130 |  |  | 61 | 24 | Handling agility, easy controls, access, reliability. | Ride, noise, acceleration, transmission, cargo space, no AEB offered |
| Hyundai Tucson SE (2.0L) | 68 | \$25,920 |  |  | 76 | 24 | Room, agility, braking. | Acceleration, engine noise. |
| Ford Escape Hybrid Sport | 67 | \$34,740 |  |  | 82 | 34 | Fuel economy, agility, stopping distance, controls. | Can only get auto-up windows on Titanium trim. |
| Hyundai Tucson SEL (2.4L) | 67 | \$28,530 |  |  | 75 | 22 | Controls, braking. | Humdrum interior, fuel economy for class. |
| Honda HR-V LX | 66 | \$22,045 |  |  | 66 | 29 | Fuel economy, roomy interior, storage, secure handling. | Ride, noise, acceleration, front-seat comfort, rear door handles. |
| Ford Escape SE (1.5T) | 62 | \$32,600 |  |  | 73 | 26 | Fuel economy, agility, stopping distance, controls. | Engine vibration with the 1.5-liter, overly sensitive brake pedal. |
| Volkswagen Tiguan SE | 61 | \$31,645 |  |  | 84 | 25 | Generous interior, easy controls, access, visibility. | Reliability, acceleration. |
| Mitsubishi Outlander SEL (4-cyl.) | 54 | \$28,405 |  |  | 59 | 24 | Standard third-row seat, access, visibility. | Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers. |
| Chevrolet Trax LT | 53 | \$25,560 |  |  | 55 | 25 | Easy to park, decent room within a small footprint. | Acceleration, ride, engine noise, rear visibility, front seats, fussy to use touch-screen radio. |
| Mitsubishi Eclipse Cross SE | 52 | \$28,470 |  |  | 57 | 24 | Access, rear seat. | Controls, agility, visibility, front-seat comfort, acceleration, cargo space. |
| Jeep Cherokee Limited (2.0T) | 52 | \$37,655 |  |  | 68 | 23 | Interior room, controls, braking. | Reliability, sluggish off the line, uncooperative transmission, ride, agility, engine noise. |
| Jeep Compass Latitude | 51 | \$30,870 |  |  | 56 | 24 | Controls, access. | Feels underpowered, touchy brake pedal, lacks agility, ride, engine noise, rear seat. |
| Jeep Renegade Latitude | 48 | \$27,525 |  |  | 56 | 24 | Styling, upscale features. | Reliability, ride, transmission, visibility, front-seat comfort, grabby brakes, idle vibration. |
| Fiat 500X Pop | 35 | \$26,600 |  |  | 50 | 23 | Maneuverability, upscale features. | Reliability, ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort. |

SUVs: MIDSIZED (2-ROW)

| | | | | | | | | |
|--|----|----------|---|---|----|----|--|--|
|  Subaru Outback Limited XT | 87 | \$39,572 |  |  | 91 | 24 | Ride, transmission, seat comfort, driving position, fit and finish, integrated cross bars, standard all-wheel drive. | Some controls require multiple steps. |
|  Ford Edge SEL (2.0T) | 79 | \$42,610 |  |  | 84 | 22 | Quietness, handling, braking, interior room. | Driving position. |
|  Hyundai Santa Fe Limited (2.0T) | 78 | \$37,200 |  |  | 80 | 21 | Handling, controls, rear-seat room. | Uneven power delivery with turbo engine. |
|  Nissan Murano SL | 75 | \$42,065 |  |  | 77 | 21 | Plush interior, access, easy infotainment system. | Visibility, overly light steering, agility, towing capacity. |
| Jeep Grand Cherokee Limited (V6) | 70 | \$41,375 |  |  | 80 | 18 | Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy infotainment system. | Fuel economy, poor IIHS small overlap crash-test results. |
| Chevrolet Blazer Leather (V6) | 68 | \$43,290 |  |  | 83 | 19 | Acceleration, braking, transmission, quietness, controls. | Visibility, fuel economy, low dash vents. |
| Toyota 4Runner SR5 | 65 | \$37,425 |  |  | 55 | 18 | Off-road ability, power-retractable rear window, reliability. | Fuel economy, handling, ride, driving position, fit and finish, access. |
| Honda Passport EX-L | 59 | \$39,937 |  |  | 79 | 21 | Acceleration, Interior room, quietness. | Reliability, ride. |
| Jeep Wrangler Sahara (4-door) | 28 | \$48,400 |  |  | 36 | 18 | Off-road ability, strong powertrain with the V6 engine. | Reliability, stiff ride, lots of wind noise, awkward access, fuel economy. |






| Make + Model | | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|------------------------|-----------------------------|---------------|-----------|-----------------------|--------------------|-------------------|-------------|--|--|
| | | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |
| SUVs: MIDSIZED (3-ROW) | | | | | | | | | |
| ✓ | Kia Telluride EX | 92 | \$40,855 | ⬆️ | ⬆️ | 97 | 21 | Ride, quietness, braking, interior room, controls, well-equipped for price. | Agility. |
| ✓ | Hyundai Palisade SEL | 87 | \$43,415 | ⬆️ | ⬆️ | 88 | 21 | Powertrain, interior room, access. | Agility, gear selector. |
| ✓ | Mazda CX-9 Touring | 86 | \$40,470 | ⬆️ | ⬆️ | 80 | 22 | Ride, handling, quietness, reliability. | Controls have a learning curve, rear visibility, tight driving position. |
| ✓ | Subaru Ascent Limited | 82 | \$43,867 | ⬇️ | ⬆️ | 93 | 22 | Ride, quietness, interior room, visibility, braking, controls, usable third-row seat. | Agility. |
| ✓ | Honda Pilot EX-L | 75 | \$40,655 | ⬇️ | ⬇️ | 80 | 20 | Roomy interior, visibility, access, smooth powertrain. | Clumsy handling, controls, 9-speed automatic with push button gear selector on high-end versions. |
| ✓ | Kia Sorento EX (V6) | 74 | \$41,925 | ⬆️ | ⬇️ | 78 | 22 | Smooth V6 powertrain, intuitive controls, ride, quietness, has a third-row seat. | Tight third-row seat. |
| | Ford Explorer XLT (2.3T) | 69 | \$49,940 | ⬇️ | ⬆️ | 78 | 21 | Agility, controls. | Ride, not so smooth transmission, loud engine. |
| | Nissan Pathfinder SL | 68 | \$40,470 | ⬇️ | ⬇️ | 72 | 18 | Roominess, controls, access. | Handling, fuel economy, rear visibility, second-row thigh support. |
| | Chevrolet Traverse Premier | 65 | \$49,945 | ⬇️ | ⬆️ | 95 | 20 | Ride, roominess, braking, quietness, controls, access. | Reliability, cheap manual sunroof shade. |
| | Dodge Durango GT (V6) | 63 | \$43,525 | ⬇️ | ⬆️ | 83 | 18 | Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity. | Reliability, rear visibility, maneuverability, fuel economy. |
| | Volkswagen Atlas SEL (V6) | 61 | \$44,165 | ⬇️ | ⬇️ | 84 | 20 | Accommodations, third-row seat comfort and access, nimbler than size suggests, ride, quietness, controls. | Reliability, acceleration trails competition. |
| SUVs: LARGE | | | | | | | | | |
| ✓ | Toyota Sequoia Limited | 73 | \$54,005 | ⬆️ | ⬆️ | 60 | 15 | Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window, reliability. | Fuel economy, agility, braking, unsettled ride, high step-in, long reach to some controls, too easy to turn off DRL. |
| ✓ | Ford Expedition MAX Limited | 73 | \$75,430 | ⬇️ | ⬆️ | 73 | 16 | Quietness, acceleration, controls, interior room. | Ride, handling, fuel economy. |
| | GMC Yukon SLT | 68 | \$62,125 | ⬆️ | ⬆️ | 67 | 16 | Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity. | Handling, stiff ride, feels underpowered, step-in height, fuel economy. |
| | Nissan Armada Platinum | 63 | \$63,020 | ⬇️ | ⬇️ | 69 | 14 | Smooth and powerful powertrain, quietness, towing capacity, fit and finish. | Agility, unsettled ride, fuel economy, NHTSA crash-test results. |
| | GMC Yukon XL SLT | 59 | \$67,370 | ⬇️ | ⬆️ | 67 | 16 | Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity. | Handling, stiff ride, step-in height, maneuverability, feels underpowered, fuel economy. |
| SUVs: LUXURY SMALL | | | | | | | | | |
| ✓ | Porsche Macan S | 82 | \$63,290 | ⬆️ | ⬆️ | 84 | 19 | Handling, powertrain, ride, quietness, braking, front-seat comfort, fit and finish, towing capacity. | Rear visibility, modest cargo area, control, V6 engine's fuel economy. |
| ✓ | Lexus NX300 | 80 | \$43,284 | ⬆️ | ⬇️ | 74 | 24 | Handling, maneuverability, reliability. | Tight quarters, visibility, fussy touchpad controls, in-cabin storage. |
| ✓ | Lexus UX250h | 80 | \$37,740 | ⬆️ | ⬆️ | 71 | 37 | Fuel economy, transmission, quietness, reliability. | Controls, tight interior, rear seat . |
| ✓ | BMW X3 xDrive30i | 78 | \$53,745 | ⬇️ | ⬆️ | 92 | 24 | Handling, braking, transmission, quietness, front-seat comfort, fit and finish. | Unintuitive gear selector. |
| ✓ | Lexus NX300h | 78 | \$51,224 | ⬆️ | ⬇️ | 71 | 29 | Fuel economy, handling, maneuverability, reliability. | Tight quarters, visibility, fussy touchpad controls, in-cabin storage. |

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|--------------|---------------|-----------|-----------------------|--------------------|-------------------|-------------|-------|------|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |

SUVs: LUXURY SMALL *Continued*

| | | | | | | | | |
|----------------------------------|----|----------|---|---|----|----|---|--|
| ✓ Audi Q3 Premium Plus | 78 | \$43,940 |  |  | 84 | 23 | Handling, braking, seat comfort. | Loud engine, rear visibility. |
| ✓ Audi Q5 Premium Plus | 75 | \$51,570 |  |  | 83 | 24 | Ride, quietness, seat comfort. | Controls require a learning curve. |
| ✓ Infiniti QX50 Essential | 75 | \$51,380 |  |  | 77 | 22 | Quietness, fit and finish, braking. | Confusing controls, short on agility. |
| ✓ BMW X2 xDrive28i | 74 | \$45,895 |  |  | 77 | 25 | Handling, responsive engine and transmission, fit and finish, front-seat comfort. | Visibility, ride, road noise, blind-spot warning unavailable. |
| ✓ Mercedes-Benz GLC300 | 72 | \$50,280 |  |  | 79 | 22 | Ride, agility, fit and finish, front-seat comfort. | Controls, engine noise. |
| ✓ Volvo XC40 T5 Momentum | 73 | \$41,510 |  |  | 71 | 24 | Interior ambience, comfortable front-seats. | Stiff ride, controls, annoying gear selector, engine noise. |
| ✓ BMW X1 xDrive28i | 72 | \$44,745 |  |  | 74 | 26 | Fuel economy, transmission, braking. | Road noise, narrow front seats, stiff ride, blind-spot warning unavailable |
| ✓ Volvo XC60 T5 Momentum | 71 | \$50,040 |  |  | 79 | 23 | Seat comfort, fit and finish, braking. | Stiff ride, maddening controls. |
| ✓ Buick Encore Preferred | 71 | \$30,555 |  |  | 69 | 23 | Ride, quietness, braking, maneuverability. | Acceleration, driving position, narrow cabin, rear visibility, |
| Mini Cooper Countryman S | 69 | \$39,535 |  |  | 82 | 25 | Handling, braking, powertrain, seat comfort, fit and finish. | Ride, noise, controls. |
| Lincoln Corsair Reserve (2.0T) | 67 | \$50,870 |  |  | 82 | 23 | Ride, quietness, powertrain, fit and finish. | Controls. |
| Alfa Romeo Stelvio Ti | 67 | \$52,040 |  |  | 74 | 24 | Handling, style, character. | Controls, visibility, tight rear, limited seat adjustments, overly touchy brake pedal. |
| Buick Envision Premium | 65 | \$45,380 |  |  | 69 | 21 | Simple controls, easy access. | Lacks agility, unsettled ride, low dash vents. |
| Mercedes-Benz GLA250 | 63 | \$42,210 |  |  | 70 | 26 | Acceleration, braking, fuel economy, fit and finish. | Ride, noise, uneven power delivery, rear seat, visibility, controls. |
| Acura RDX Tech | 61 | \$43,995 |  |  | 82 | 22 | Handling, acceleration, stopping distances, front-seat comfort, fit and finish. | Reliability, controls, engine noise, brake pedal feel. |
| Jaguar E-Pace S | 55 | \$48,070 |  |  | 69 | 21 | Handling, fit and finish. | Reliability, uneven power delivery, ride, visibility, controls. |
| Jaguar F-Pace Prestige | 54 | \$53,895 |  |  | 72 | 20 | Agility, acceleration, braking, transmission, rear seat. | Reliability, ride, noise, rear visibility, so-so infotainment system, wimpy A/C. |
| Land Rover Range Rover Velar S | 54 | \$59,503 |  |  | 76 | 21 | Handling, fit and finish. | Stiff ride, distracting controls, visibility, fuel economy, brand reliability. |
| Cadillac XT4 Premium Luxury | 52 | \$49,430 |  |  | 78 | 23 | Handling, transmission, braking, fit and finish, front-seat comfort. | Reliability, engine noise, ride. |
| Land Rover Range Rover Evoque SE | 45 | \$56,997 |  |  | 58 | 20 | Front-seat comfort, fit and finish, agility, braking. | Ride, controls, visibility, hesitation off line, brand reliability. |











SUVs: LUXURY MIDSIZED (2-ROW)

| | | | | | | | | |
|----------------------------|----|----------|---|---|----|------------------|--|---|
| ✓ Porsche Cayenne Base | 88 | \$79,280 |  |  | 87 | 21 | Handling, quietness, fit and finish, seat comfort, reliability. | Controls, ride, uneven power delivery. |
| ✓ Lexus RX450h | 82 | \$57,565 |  |  | 80 | 29 | Quietness, ride, fuel economy, fit and finish. | Agility, wet stopping distances, distracting controls, rear visibility. |
| ✓ Audi E-Tron Premium Plus | 82 | \$80,450 |  |  | 84 | 74 ^{EV} | Ride, quietness, acceleration, seat comfort, fit and finish, no emissions, doesn't consume fuel. | Long charging times, limited range. |
| ✓ Lexus RX350 | 80 | \$51,630 |  |  | 77 | 22 | Ride, quietness, powertrain, fit and finish. | Agility, wet stopping distances, distracting controls, rear visibility. |



















| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|---|---------------|-----------|-----------------------|--------------------|-------------------|-----------------|--|--|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |
| SUVs: LUXURY MIDSIZED (2-ROW) <i>Continued</i> | | | | | | | | |
| BMW X5 xDrive40i | 72 | \$68,730 | ⬇️ | ⬆️ | 98 | 23 | Ride, quietness, acceleration, transmission, braking, seat comfort, fit and finish. | Reliability, learning curve for controls. |
| Mercedes-Benz GLE450 | 69 | \$75,090 | ⬇️ | ⬆️ | 80 | 20 | Acceleration, quietness, seat comfort, fit and finish. | Controls. |
| Cadillac XT5 Luxury | 64 | \$51,025 | ⬇️ | ⬇️ | 76 | 20 | Plush interior, seat comfort, quietness. | Reliability, stiff ride, unintuitive gear selector, visibility. |
| Lincoln Nautilus Reserve (2.7T) | 63 | \$54,945 | ⬇️ | ⬆️ | 84 | 18 | Ride, handling, quietness, acceleration, fit and finish. | Reliability, fuel economy, gear selector, small text in instrument cluster. |
| Jaguar I-Pace HSE | 61 | \$86,841 | ⬇️ | ⬆️ | 76 | 76 [Ⓜ] | Acceleration, handling, quietness, fit and finish, low running costs, no emissions. | Controls, long charging times, limited range, brake pedal feel, brand reliability. |
| Land Rover Discovery Sport SE | 44 | \$49,895 | ⬇️ | ⬇️ | 58 | 21 | Access, rear seat, some off-road ability. | Transmission, uneven power delivery, ride, handling, controls, rear visibility, brand reliability. |
| SUVs: LUXURY MIDSIZED (3-ROW) | | | | | | | | |
| ✓ Lexus RX350L | 81 | \$56,518 | ⬆️ | ⬆️ | 80 | 20 | Ride, quietness, powertrain, fit and finish. | Distracting controls, tiny third-row seat. |
| ✓ Lexus GX460 Premium | 79 | \$58,428 | ⬆️ | ⬇️ | 70 | 17 | Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability. | Fuel economy, agility, tight third-row seat, side-hinged tailgate. |
| ✓ Infiniti QX60 Luxe | 78 | \$51,920 | ⬆️ | ⬇️ | 79 | 19 | Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera. | Agility, rear visibility, fuel economy. |
| ✓ Buick Enclave Premium | 76 | \$55,680 | ⬇️ | ⬆️ | 87 | 18 | Ride, braking, quietness, interior room, powertrain, infotainment system. | Confusing gear selector, fuel economy, cheap manual sunroof shade. |
| Lincoln Aviator Reserve (3.0T) | 72 | \$64,920 | ⬇️ | ⬆️ | 82 | 19 | Acceleration, handling, ride, quietness, fit and finish, cargo room. | Controls, gear selector, fuel economy. |
| GMC Acadia Denali | 70 | \$51,585 | ⬇️ | ⬇️ | 83 | 19 | Quietness, ride, rear seat room, controls, easy to use infotainment system. | Fuel economy, missing some common features. |
| Volvo XC90 T6 Momentum | 63 | \$56,805 | ⬇️ | ⬆️ | 84 | 20 | Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights. | Reliability, stiff ride, unintuitive controls. |
| Acura MDX Tech | 58 | \$51,410 | ⬇️ | ⬇️ | 80 | 21 | Fit and finish, easy third-row access, rear seat, headlights. | Reliability, controls, agility, suspension noise, rear visibility. |
| Tesla Model X Long Range | 57 | \$109,200 | ⬇️ | ⬆️ | 77 | 87 [Ⓜ] | Acceleration, handling, front-seat comfort, fit and finish, low running costs, no emissions. | Reliability, limited range, long charge times, fussy doors, ride, wind noise, rear visibility, controls. |
| Cadillac XT6 Premium Luxury | 56 | \$62,515 | ⬇️ | ⬇️ | 82 | 18 | Ride, quietness, transmission. | Fuel economy, limited seat adjustments, missing some luxury features, brand reliability. |
| Land Rover Range Rover Sport HSE (3.0L) | 54 | \$74,040 | ⬇️ | ⬆️ | 72 | 18 | Handling, acceleration, fit and finish, towing and off-road capability. | Stiff ride, controls, fussy gear selector, fuel economy, brand reliability. |
| Land Rover Discovery HSE | 51 | \$69,260 | ⬇️ | ⬇️ | 71 | 17 | Acceleration, ride, quietness, front-seat comfort, fit and finish. | Agility, fuel economy, controls, low rear-seat, third-row access, brand reliability. |
| SUVs: LUXURY LARGE | | | | | | | | |
| ✓ Toyota Land Cruiser | 74 | \$84,820 | ⬆️ | ⬆️ | 68 | 14 | Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity. | Fuel economy, agility, tight third-row seat. |
| Mercedes-Benz GLS450 | 71 | \$89,030 | ⬇️ | ⬆️ | 86 | 20 | Powertrain, ride, quietness, seat comfort, fit and finish. | Controls. |

| Make + Model | Overall Score | Price | Survey Results | | Road-Test Results | | Highs | Lows |
|--------------|---------------|-----------|-----------------------|--------------------|-------------------|-------------|-------|------|
| | | As tested | Predicted reliability | Owner satisfaction | Road-test score | Overall mpg | | |

















SUVs: LUXURY LARGE *Continued*

| | | | | | | | | |
|--|----|----------|---|---|----|----|---|---|
| BMW X7 xDrive40i | 70 | \$84,095 |  |  | 94 | 22 | Ride, quietness, acceleration, transmission, seat comfort, fit and finish. | Reliability, learning curve for controls. |
| Infiniti QX80 Luxe | 67 | \$63,395 |  |  | 68 | 15 | Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road. | Handling, fuel economy, access, NHTSA crash-test results |
| Lincoln Navigator Select | 65 | \$86,480 |  |  | 65 | 16 | Quietness, powertrain, rear and third-row seat room. | Front-seat comfort, unintuitive gear selector, clumsy handling, fuel economy. |
| Land Rover Range Rover HSE (3.0L) | 54 | \$88,545 |  |  | 78 | 17 | Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities. | Agility, fuel economy, controls, brand reliability. |
| Cadillac Escalade Premium Luxury | 41 | \$87,360 |  |  | 61 | 16 | Quietness, fit and finish, front-seat comfort, towing capacity, headlights. | Reliability, stiff ride, handling, braking, fuel economy, unintuitive CUE infotainment system, tiny third-row seat. |

PICKUP TRUCKS: COMPACT

| | | | | | | | | |
|--|----|----------|---|---|----|----|---|---|
|  Honda Ridgeline RTL | 76 | \$36,480 |  |  | 83 | 20 | Ride, quietness, clever in-bed storage and dual-mode tailgate, fuel economy. | Low towing capacity, shallow bed. |
|  Ford Ranger XLT | 65 | \$40,355 |  |  | 55 | 20 | Relatively fuel efficient, maneuverable size. | Ride, controls, high step-in. |
| Toyota Tacoma SR5 (V6) | 47 | \$34,364 |  |  | 42 | 19 | Resale value, off-road capability. | Ride, handling, braking, noise, driving position, seat comfort, too easy to turn off DRL. |
| Jeep Gladiator Sport | 46 | \$46,405 |  |  | 52 | 18 | Powertrain, towing capacity, character. | Handling, wind noise, awkward window controls. |
| Chevrolet Colorado LT (V6) | 37 | \$34,300 |  |  | 61 | 18 | Maneuverability, towing and payload capacities, damped tail gate. | Reliability, ride, uncomfortable seats and driving position. |
| GMC Canyon SLE (V6) | 37 | \$35,835 |  |  | 61 | 18 | Maneuverability, towing and payload capacities, damped tail gate. | Reliability, ride, uncomfortable seats and driving position. |
| Chevrolet Colorado LT (diesel) | 36 | \$39,295 |  |  | 60 | 24 | Maneuverability, towing and payload capacities, fuel economy, damped tail gate. | Reliability, ride, uncomfortable seats and driving position. |
| GMC Canyon SLE (diesel) | 36 | \$40,895 |  |  | 60 | 24 | Maneuverability, towing and payload capacities, fuel economy, damped tail gate. | Reliability, ride, uncomfortable seats and driving position. |

PICKUP TRUCKS: FULL-SIZED

| | | | | | | | | |
|--|----|----------|---|---|----|----|--|--|
| Toyota Tundra SR5 (5.7L V8) | 62 | \$44,245 |  |  | 59 | 15 | Powertrain, towing, low-effort tailgate, reliability. | Ride, visibility, braking, fuel economy, no full-time 4WD, too easy to turn off DRL. |
| Ram 1500 Big Horn (5.7L V8) | 58 | \$53,120 |  |  | 83 | 17 | Ride, quietness, transmission, cabin room, controls. | Reliability, high step-in. |
| Nissan Titan SV (V8) | 58 | \$44,370 |  |  | 70 | 16 | Acceleration, braking, roomy cab, light tailgate. | Reliability, ride, fit and finish, fuel economy. |
| Ford F-150 XLT (2.7T) | 57 | \$52,535 |  |  | 74 | 19 | Quiet cabin, acceleration, towing and payload capacities, lots of clever features. | Reliability, jittery ride, lackluster handling, braking. |
| Chevrolet Silverado 1500 LT (diesel) | 55 | \$53,655 |  |  | 78 | 23 | Fuel economy, interior room, deep bed, quietness. | Reliability, stopping distances, step-in height. |
| GMC Sierra 1500 SLE (diesel) | 55 | \$55,100 |  |  | 78 | 23 | Fuel economy, interior room, deep bed, quietness. | Reliability, stopping distances, step-in height. |
| Chevrolet Silverado 1500 LT (5.3L V8) | 54 | \$50,225 |  |  | 76 | 17 | Interior room, deep bed, quietness. | Reliability, step-in height. |
| GMC Sierra 1500 SLE (5.3L V8) | 54 | \$52,100 |  |  | 76 | 17 | Interior room, deep bed, quietness. | Reliability, step-in height. |

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key ratings, and information for the 252 models featured in this book, covering all 2020 and early 2022 models. Use these profiles, along with the vehicle ratings (page 46) and our data charts (starting on page 184), to narrow your choices.

1. RECOMMENDED VEHICLES

These are the vehicles that did well in CR's Overall Score within their category. The score includes CR's stringent testing, reliability, owner satisfaction, and safety. These vehicles must perform well in our testing, have average or better reliability, and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

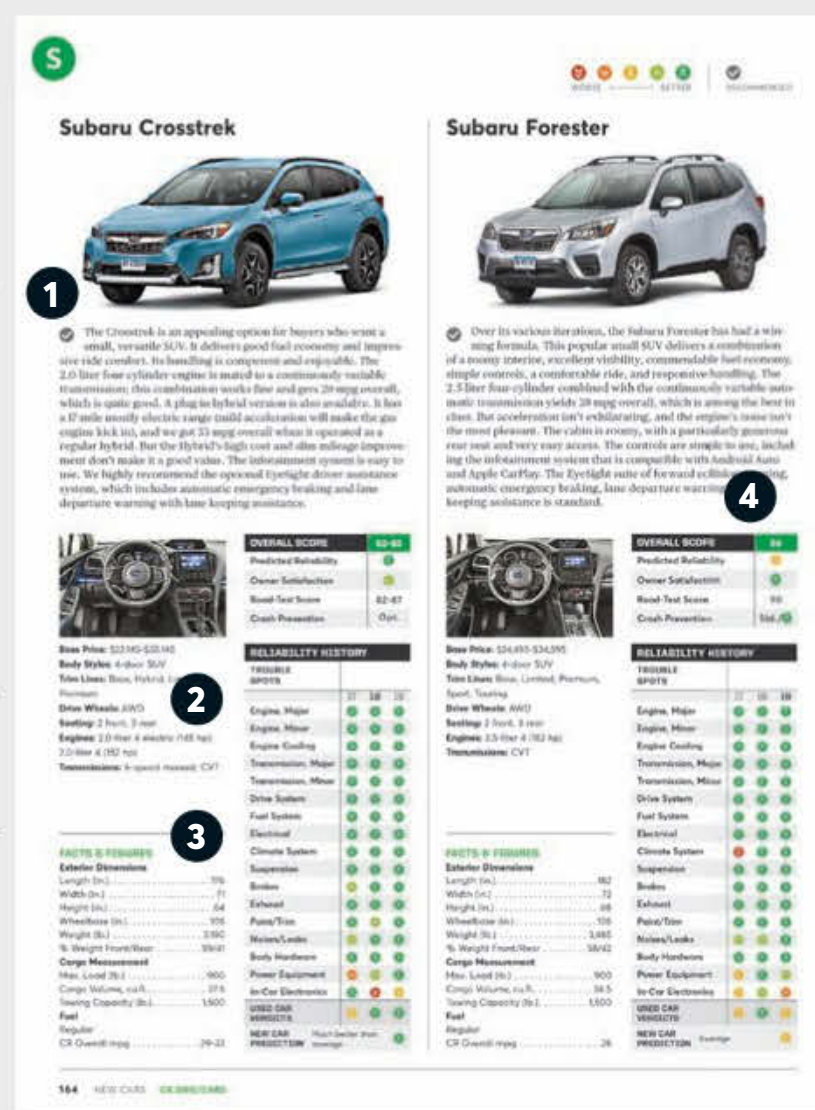
2. MODEL-LINE INFORMATION

Base Price is the range of the manufacturer's base suggested retail price (MSRP) without options or destination charge for all versions of the model. An "E" indicates the price is estimated. Models often come in various **Body Styles** and **Trim Lines**, which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations. **Drive Wheels** tells you whether the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passengers that can be accommodated. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and **Transmissions** show the different drivetrain choices.

3. FACTS AND FIGURES

Exterior Dimensions are the vehicle's basic measurements. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside doorframe to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% Weight Front/Rear** are measured on our scales. Some data come from manufacturers.

RATINGS KEY





4. OVERALL SCORE

This accounts for a vehicle's performance in our road tests; the latest results from the reliability and owner satisfaction sections of CR's exclusive Auto Surveys; the availability of frontal crash-prevention systems with pedestrian detection, along with blind spot warning; and, if available, results from government and insurance-industry crash tests. We deduct points from the Overall Score if a vehicle's transmission gear selector lacks fail-safes. A range of scores indicates that we have tested several versions. Untested vehicles will have an "NA" for Overall Score.

Predicted Reliability is our forecast of how well a model is likely to hold up, based on the problems that CR members reported in our Annual Surveys with data on 420,000 vehicles.

Owner Satisfaction also comes from CR's Auto Surveys, in which we asked owners whether they would definitely buy or lease their particular vehicle again.

Road-Test Score is the final tally from our more than 50 tests. Some tests, such as those for braking and fuel economy, are empirical and measured with instruments; those for categories such as seat comfort and noise are graded by our experts.

Front-Crash Protection identifies whether a vehicle has forward collision warning (FCW), automatic emergency braking that operates at city speeds (AEB city) and/or at highway speeds (AEB highway), and a pedestrian detection system (Pedestrian). We use Opt. to indicate that the system is optional on some versions; "NA" means no system is offered. Models with standard systems are rated from  to  based on how many of these features are standard.



pickup trucks. **Towing Capacity** is the maximum weight our tested vehicle can pull on a trailer or a typical weight. **Fuel** gives the recommended types for all the models' engines. **CR Overall mpg** is the mileage from our tested engines for a mix of city and highway driving, given in a range if multiple versions were tested. **EPA Combined mpg** is the mix of city and highway mileage figures issued by the Environmental Protection Agency for a typical engine. It is used if CR has not tested that model.





How to Read the Reliability Charts
These charts are based on 420,000 vehicles in our Annual Auto Surveys. CR members reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime. Our calculations give extra weight to problems in the areas of engine, major; engine cooling; transmission, major; and drive system because they can be serious and expensive to repair.

To see how a 2020 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this rating, we averaged a model's **Used Car Verdict** for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2020.

Several model years' data are a better predictor than the single most recent model year. One or two years' data may be used if the model was redesigned in 2019 or 2018, or if there were insufficient data for more years. We include a prediction for a new or redesigned model based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the scores in the **Trouble Spots**, which are based on the percentage of respondents who reported problems in each trouble spot compared with the average model for that year.

Models that score a  are not necessarily unreliable but have a higher rate of problems than the average model. Similarly, models that score a  are not necessarily problem-free but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a  or a  unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent, it will be assigned a  or a .



respectively. In the charts, a model year in **bold** identifies the year of a major redesign or the first year of introduction. Years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

- **Engine, Major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.
- **Engine, Minor** Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping.
- **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
- **Transmission, Major** Transmission rebuild or replacement, torque converter, premature clutch replacement.
- **Transmission, Minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).
- **Drive System** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.
- **Fuel System** Sensors (includes O₂ or oxygen sensor), emission control devices (includes EGR), fuel cap, fuel gauge/sender, fuel injection system, fuel pump.
- **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.
- **Climate System** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

Behind the Reliability Ratings

The chart here shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. This is the basis for the Reliability History charts.

For example, in 2017, 1 percent of vehicles had Climate System, problems on average. The 2017 Subaru Forester (facing page), scores a  (Much Worse Than Average); 7.2 percent of them had a problem in this area. In 2017, the average rate of problems in the In-Car Electronics trouble spot was 4 percent. Because less than 1 percent of Subaru Crosstreks were reported to have a problem in this category, it scores a  (Much Better Than Average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences

| Average Percentage of Cars With a Reported Issue | | | |
|--|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | <1 | <1 | <1 |
| Engine, Minor | <1 | <1 | <1 |
| Engine Cooling | <1 | <1 | <1 |
| Transmission, Major | <1 | <1 | <1 |
| Transmission, Minor | 1 | 1 | <1 |
| Drive System | 1 | 1 | <1 |
| Fuel System | 1 | <1 | <1 |
| Electrical | <1 | <1 | <1 |
| Climate System | 1 | 1 | <1 |
| Suspension | 1 | 1 | <1 |
| Brakes | 1 | 1 | <1 |
| Exhaust | <1 | <1 | <1 |
| Paint/Trim | 1 | 1 | <1 |
| Noises/Leaks | 2 | 2 | 1 |
| Body Hardware | 1 | 1 | <1 |
| Power Equipment | 2 | 2 | 1 |
| In-Car Electronics | 4 | 3 | 2 |

due to mileage. The 2019 models were generally less than 6 months old at the time of the survey, with an average of fewer than 3,000 miles. Redesigned or newly introduced model years are in **bold**.

- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/Leaks** Squeaks or rattles, seals or weather

- stripping, air or water leaks, wind noise.
- **Body Hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.
- **Power Equipment** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.
- **In-Car Electronics** Audio systems, backup/parking camera, entertainment systems, navigation system, communication system.

Acura ILX



Acura’s entry-level compact sedan doesn’t have the same degree of luxury and refinement as its peers. The 2.4-liter, four-cylinder engine and an eight-speed automatic works well at full steam, but the transmission suffers from frequent clunks and hesitations in ordinary driving, especially when starting up from a stop. Once underway, it is reluctant to downshift, making the car seem lethargic when drivers need power. The stiff, jumpy ride and mundane handling aren’t befitting a luxury compact sedan. Road noise is incessant. The infotainment system is convoluted and overly distracting. Advanced safety features are mostly standard, but blind spot warning is optional. Acura has added lumbar support adjustment for the driver recently.



Base Price: \$25,900-\$31,650
Body Styles: sedan
Trim Lines: A-Spec, Premium, Standard, Technology
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (201 hp)
Transmissions: 8-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 182 |
| Width (in.) | 71 |
| Height (in.) | 56 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,095 |
| % Weight Front/Rear | 64/36 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 28 |

| OVERALL SCORE | |
|-----------------------|--------|
| | 64 |
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 61 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ⬆ |

Acura MDX



This functional, family-friendly luxury SUV is comfortable, quick, and quiet, with space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 engine is silky smooth and delivers quick acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic transmission is not always smooth or responsive, and its push-button gear selector takes some getting used to. We also found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride, and the cabin is quiet. Handling is mundane, but it’s ultimately secure. A hybrid version is also available. Standard safety features include forward collision warning, automatic emergency braking, and lane departure warning.



Base Price: \$44,500-\$60,250
Body Styles: 4-door SUV
Trim Lines: Advance, A-Spec, Base, Hybrid, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 hybrid (321 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 196 |
| Width (in.) | 77 |
| Height (in.) | 67 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 4,200 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,175 |
| Cargo Volume, cu.ft. | 34 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Premium | |
| CR Overall mpg | 21 |

| OVERALL SCORE | |
|-----------------------|--------|
| | 58 |
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 80 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬇ | ⬆ | ⬇ |
| Drive System | ⬆ | ⬇ | ⬇ |
| Fuel System | ⬇ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬇ | ⬇ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬇ | ⬇ | ⬆ |
| In-Car Electronics | ⬇ | ⬇ | ⬇ |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇ |

Acura RDX



The RDX drives nicely, but its very confusing and distracting controls hurt the overall package. The 2.0-liter, turbo four-cylinder is paired with a 10-speed automatic transmission. It's an energetic powertrain once it gets past its initial hesitation. We got 22 mpg overall. The RDX is enjoyable to drive. It feels lively and engaging, and has nimble handling. We did, however, find the controls to be extremely distracting because of the fussy touchpad that interacts with the center screen. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector takes some practice to master. The seats are comfortable, and interior room is on a par with the class. All RDXs come standard with the AcuraWatch safety system, which includes forward collision warning and automatic emergency braking; blind spot warning is optional, however.



Base Price: \$37,800-\$47,900
Body Styles: 4-door SUV
Trim Lines: Advance, A-Spec, Base, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 187 |
| Width (in.) | 74 |
| Height (in.) | 66 |
| Wheelbase (in.) | 108 |
| Weight (lb.) | 4,005 |
| % Weight Front/Rear | 58/42 |
| Cargo Measurement | |
| Max. Load (lb.) | 940 |
| Cargo Volume, cu.ft. | 33 |
| Towing Capacity (lb.) | 1,500 |
| Fuel | |
| Premium | |
| CR Overall mpg | 22 |

| OVERALL SCORE | |
|-----------------------|---------|
| | 61 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 82 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬇️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬇️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬇️ |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Acura RLX



Acura's large sedan has been freshened recently, gaining a new 10-speed automatic transmission and styling updates. Still, it falls well short of its competitors and misses some of the key attributes that make up a luxury sedan. The ride is unsettled, undermining the car's main mission. Lack of handling agility makes the car ungainly in corners. A high point is the smooth, responsive 310-hp V6 engine. Our tested front-wheel-drive model averaged 23 mpg overall with the old six-speed automatic transmission. The pricey all-wheel-drive hybrid gets an EPA-rated 28 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the complicated controls are frustrating to use. The RLX comes with a suite of standard safety features such as forward collision warning, automatic emergency braking, blind spot and rear cross traffic warning.



Base Price: \$54,900-\$61,900
Body Styles: sedan
Trim Lines: Advance, Hybrid Advance, Hybrid Tech, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)
Transmissions: 10-speed automatic; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 198 |
| Width (in.) | 74 |
| Height (in.) | 58 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,930 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 23 |

| OVERALL SCORE | |
|-----------------------|---------|
| | 72 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 75 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ⬇️ |

Acura TLX



✓ The TLX has potential but lacks panache, ultimately falling short of the best luxury compact sedans. It's available with a four- or six-cylinder engine, but AWD is available only with the V6. The 2.4-liter Four uses an eight-speed automatic transmission that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but it's paired with a nine-speed automatic that isn't all that smooth or responsive. We found the ride to be quite comfortable and handling to be responsive though not sporty. The cabin is quiet, but the infotainment system is distracting and awkward to use. Standard safety equipment includes forward collision warning, automatic emergency braking, and lane departure warning.



Base Price: \$33,000-\$48,950
Body Styles: sedan
Trim Lines: Advance, A-Spec, Standard, Tech
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 8-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 190 |
| Width (in.) | 74 |
| Height (in.) | 57 |
| Wheelbase (in.) | 109 |
| Weight (lb.) | 3,480 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 13 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 25-27 |

| OVERALL SCORE | 72-74 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ✓ |
| Road-Test Score | 76-79 |
| Crash Prevention | Std./✓ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ✓ | ✓ | ✓ |
| Engine, Minor | ✓ | ✓ | ✓ |
| Engine Cooling | ✓ | ✓ | ✓ |
| Transmission, Major | ✓ | ✓ | ✓ |
| Transmission, Minor | ✓ | ✓ | ✓ |
| Drive System | ✓ | ✓ | ✓ |
| Fuel System | ✓ | ✓ | ✓ |
| Electrical | ✓ | ✓ | ✓ |
| Climate System | ✓ | ✓ | ✓ |
| Suspension | ✓ | ✓ | ✓ |
| Brakes | ✓ | ✓ | ✓ |
| Exhaust | ✓ | ✓ | ✓ |
| Paint/Trim | ✓ | ✓ | ✓ |
| Noises/Leaks | ✓ | ✓ | ✓ |
| Body Hardware | ✓ | ✓ | ✓ |
| Power Equipment | ✓ | I | ✓ |
| In-Car Electronics | I | ✓ | ✓ |
| USED CAR VERDICTS | I | I | I |
| NEW CAR PREDICTION | Average | | I |

Alfa Romeo Giulia



Alfa's compact luxury sport sedan corners and steers like a sports car. But it's filled with everyday annoyances, such as its unintuitive controls. The 280-hp, 2.0-liter turbo four-cylinder engine is mated to an eight-speed automatic transmission and provides punchy acceleration even in the all-wheel-drive version. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is excellent at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces, but some switchgear is cheap. Seat comfort is compromised by a short cushion and limited range of adjustments, and the cabin isn't as quiet as that of its peers. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. Forward collision warning and automatic emergency braking are standard for 2020.



Base Price: \$39,345-\$74,445
Body Styles: sedan
Trim Lines: Base, Lusso, Quadrifoglio, Sport, Ti
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 183 |
| Width (in.) | 73 |
| Height (in.) | 57 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 3,695 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 905 |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 27 |

| OVERALL SCORE | 51 |
|-----------------------|--------|
| Predicted Reliability | ✗ |
| Owner Satisfaction | ✓ |
| Road-Test Score | 70 |
| Crash Prevention | Std./✓ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ✓ | ✓ | * |
| Engine, Minor | I | ✓ | * |
| Engine Cooling | ✓ | ✓ | * |
| Transmission, Major | ✓ | ✓ | * |
| Transmission, Minor | ✓ | ✓ | * |
| Drive System | I | ✓ | * |
| Fuel System | I | ✗ | * |
| Electrical | ✓ | ✓ | * |
| Climate System | ✗ | ✓ | * |
| Suspension | ✓ | ✓ | * |
| Brakes | ✓ | ✓ | * |
| Exhaust | ✓ | ✓ | * |
| Paint/Trim | ✓ | ✓ | * |
| Noises/Leaks | ✓ | ✓ | * |
| Body Hardware | ✗ | ✓ | * |
| Power Equipment | ✗ | ✗ | * |
| In-Car Electronics | ✗ | ✗ | * |
| USED CAR VERDICTS | ✗ | ✗ | ✗ |
| NEW CAR PREDICTION | Much worse than average | | ✗ |

Alfa Romeo Stelvio



The Stelvio delivers fantastic handling that makes it fun to drive on a twisty road. That, however, doesn't mean it's fun to live with on a daily basis, and it falls short of most competitors on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that are not user-friendly enough. Like with the Giulia, the parking sensors are too sensitive and go off constantly in an urban environment. Rear and side visibility are wanting, and the cargo hold is modest. Forward collision warning and automatic emergency braking are standard for 2020.



Base Price: \$41,345-\$80,445
Body Styles: 4-door SUV
Trim Lines: Base, Quadrifoglio, Sport, Ti, Ti Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (280 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 185 |
| Width (in.) | 75 |
| Height (in.) | 66 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 4,020 |
| % Weight Front/Rear | 51/49 |
| Cargo Measurement | |
| Max. Load (lb.) | 990 |
| Cargo Volume, cu.ft. | 26.5 |
| Towing Capacity (lb.) | 3,000 |
| Fuel | |
| Premium | |
| CR Overall mpg | 24 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 74 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | | * |
| Engine, Minor | ^ | | * |
| Engine Cooling | ^ | | * |
| Transmission, Major | ^ | | * |
| Transmission, Minor | ^ | | * |
| Drive System | ^ | | * |
| Fuel System | ^ | | * |
| Electrical | ^ | | * |
| Climate System | ^ | | * |
| Suspension | ^ | | * |
| Brakes | ^ | | * |
| Exhaust | ^ | | * |
| Paint/Trim | ^ | | * |
| Noises/Leaks | ^ | | * |
| Body Hardware | ^ | | * |
| Power Equipment | ^ | | * |
| In-Car Electronics | ^ | | * |
| USED CAR VERDICTS | | | |
| | I | | |
| NEW CAR PREDICTION | | | |
| Average | | | I |

Audi A3



✓ Audi's A3 is a compelling entry-level luxury car, but it lacks certain expected features for its price, and the interior, though well-made, feels austere. It's solid and quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make the A3 enjoyable to drive. We tested it with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet, and the front seats are comfortable and supportive. The rear seat is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves to be logical. It's easy to hit \$40,000 with just a few options. A sporty RS3 is also available. Forward collision warning and automatic emergency braking are standard.



Base Price: \$33,300-\$43,000
Body Styles: sedan
Trim Lines: Premium, Premium Plus, RS3, S3
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (184 hp); 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (288 hp); 2.5-liter 5 turbo (394 hp)
Transmissions: 6-speed sequential; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 175 |
| Width (in.) | 70 |
| Height (in.) | 56 |
| Wheelbase (in.) | 104 |
| Weight (lb.) | 3,135 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,100 |
| Cargo Volume, cu.ft. | 13 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 27 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ^ |
| Owner Satisfaction | I |
| Road-Test Score | 77 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | * |
| Engine, Minor | ^ | ^ | * |
| Engine Cooling | ^ | ^ | * |
| Transmission, Major | ^ | ^ | * |
| Transmission, Minor | ^ | ^ | * |
| Drive System | ^ | ^ | * |
| Fuel System | ^ | ^ | * |
| Electrical | ^ | ^ | * |
| Climate System | ^ | ^ | * |
| Suspension | ^ | ^ | * |
| Brakes | ^ | ^ | * |
| Exhaust | ^ | ^ | * |
| Paint/Trim | ^ | ^ | * |
| Noises/Leaks | ^ | I | * |
| Body Hardware | ^ | ^ | * |
| Power Equipment | ^ | ^ | * |
| In-Car Electronics | ^ | ^ | * |
| USED CAR VERDICTS | | | |
| | ^ | I | |
| NEW CAR PREDICTION | | | |
| Better than average | | | ^ |

Audi A4



✓ The A4 is among the highest-ranking luxury compact sports sedans, thanks in large part to its fantastic driving experience. Power comes from a smooth and punchy 2.0-liter turbocharged four-cylinder engine, mated to a slick seven-speed dual-clutch automatic transmission. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The instrument panel shows pertinent information in front of the driver in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. The A4 has standard forward collision warning and city-speed automatic emergency braking. The wagon version is called the Allroad.



Base Price: \$37,400-\$58,350
Body Styles: sedan; wagon
Trim Lines: allroad, Premium, Premium Plus, Prestige, S4
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (188 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter V6 turbo (349 hp)
Transmissions: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 186 |
| Width (in.) | 73 |
| Height (in.) | 56 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 3,630 |
| % Weight Front/Rear | 56/44 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,060 |
| Cargo Volume, cu.ft. | 13 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 27 |

| OVERALL SCORE | |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 88 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|----|--------------------------|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | | Much better than average | ⬆️ |

Audi A5



The A5 is based on the A4. In addition to the coupe and convertible versions, the A5 is available as a four-door hatchback called the Sportback. The A5 gets a 2.0-liter turbocharged four-cylinder engine matched to a seven-speed dual-clutch automatic transmission. More potent S5 versions are powered by a 3.0-liter turbo V6 mated to an eight-speed automatic. All-wheel drive is standard. Standard safety equipment includes forward collision warning with city-speed automatic emergency braking. We found that the A4 drives well, with nimble handling and a firm yet supple ride, and we expect the A5 to behave similarly. The convertible's soft top can be operated up to 30 mph. Based on our experience with the A4, the controls require a learning curve but prove to be logical with familiarity. The gear selector, however, is not intuitive to use.



Base Price: \$44,200-\$74,200
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: Premium, Premium Plus, Prestige, RS 5, S5
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (349 hp)
Transmissions: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 184 |
| Width (in.) | 73 |
| Height (in.) | 54 |
| Wheelbase (in.) | 109 |
| Weight (lb.) | 3,550 |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| EPA Combined mpg | 27 |

| OVERALL SCORE | |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|----|---------------------|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | ⬆️ | ⬆️ |
| Engine, Minor | * | ⬆️ | ⬆️ |
| Engine Cooling | * | ⬆️ | ⬆️ |
| Transmission, Major | * | ⬆️ | ⬆️ |
| Transmission, Minor | * | ⬆️ | ⬆️ |
| Drive System | * | ⬆️ | ⬆️ |
| Fuel System | * | ⬆️ | ⬆️ |
| Electrical | * | ⬆️ | ⬆️ |
| Climate System | * | ⬆️ | ⬆️ |
| Suspension | * | ⬆️ | ⬆️ |
| Brakes | * | ⬆️ | ⬆️ |
| Exhaust | * | ⬆️ | ⬆️ |
| Paint/Trim | * | ⬆️ | ⬆️ |
| Noises/Leaks | * | ⬆️ | ⬆️ |
| Body Hardware | * | ⬆️ | ⬆️ |
| Power Equipment | * | ⬆️ | ⬆️ |
| In-Car Electronics | * | ⬆️ | ⬆️ |
| USED CAR VERDICTS | | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | | Better than average | ⬆️ |

Audi A6



The Audi A6 features lots of new technology, including a new infotainment system. Most versions come with a 2.0-liter turbo four-cylinder engine; a turbo V6 is also available. The seven-speed dual-clutch automatic transmission is short on refinement at low speeds, and the car hesitates before launch or from a rolling stop. In our tests, the four-cylinder returned a commendable 26 mpg overall. Agile handling makes the Audi feel sporty. The ride is taut, with underlying firmness, but still comfortable. The quiet cabin is a delight in terms of fit and finish; the seats are extremely comfortable and supportive. The dual-screen infotainment system is daunting at first, but we found it to be ultimately logical. Forward collision warning and automatic emergency braking are standard. A wagon and a high-performance S6 version are new for 2020.



Base Price: \$54,900-\$79,600

Body Styles: sedan; wagon

Trim Lines: Allroad, Premium, Premium Plus, Prestige, RS, S6

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (248 hp); 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (590 hp)

Transmissions: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 195 |
| Width (in.) | 74 |
| Height (in.) | 57 |
| Wheelbase (in.) | 115 |
| Weight (lb.) | 4,015 |
| % Weight Front/Rear | 54/46 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,100 |
| Cargo Volume, cu.ft. | 14 |
| Towing Capacity (lb.) | 3,500 |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 26 |

| OVERALL SCORE | 65 |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 93 |
| Crash Prevention | Std./↑ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↓ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↓ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↓ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↓ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↓ | ↓ |
| In-Car Electronics | ↑ | ↓ | ↓ |
| USED CAR VERDICTS | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | Much worse than average | | ↓ |

Audi A7



The A7 is pretty much a more stylish take on the A6. It has more emphasis on style, luxury, and high-tech features than its predecessor had. It maintains the same swept-back profile and the practical benefit of a hatchback. Powering the base A7 is a 335-hp, twin-turbocharged V6 engine coupled to a seven-speed dual-clutch automatic transmission and standard all-wheel drive. This mild-hybrid powertrain includes a 48-volt electrical system to ensure that accessories don't tax fuel economy. Inside, a new control system consists of two touch screens that prove to be fairly easy to use. Fit and finish and seat comfort are superb. Both 2.0-liter turbo four-cylinder and V8 engines will be added later. The high-performance S7 brings a 444-hp turbocharged V6. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



Base Price: \$69,000-\$83,900

Body Styles: 4-door hatchback

Trim Lines: Premium, Premium Plus, Prestige, S7

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.9-liter V6 turbo (444 hp); 3.0-liter V6 turbo (335 hp)

Transmissions: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 196 |
| Width (in.) | 75 |
| Height (in.) | 56 |
| Wheelbase (in.) | 115 |
| Weight (lb.) | 4,235 |
| % Weight Front/Rear | NA |

Cargo Measurement

| | |
|-----------------------|----|
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | 19 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|------------------|----|
| Premium | |
| EPA Combined mpg | 25 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | NA |
| Crash Prevention | Std./↑ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ↓ |

Audi A8



Audi’s redesigned top-level sedan features a smooth, powerful turbocharged V6 engine that returned 21 mpg overall in our tests, which is impressive for a large AWD sedan. Audi’s new infotainment system looks complex at first, but over time we found it to be logical and intuitive to use. We like how the touch screen vibrates to confirm each selection for any audio or climate task. The A8’s ride is supremely comfortable, and handling is responsive. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments; the rear seat has limolike room. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



Base Price: \$85,200–\$129,500
Body Styles: sedan
Trim Lines: 55 TFSI, 60 TFSI, S8
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (460 hp); 4.0-liter V8 turbo (563 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 209 |
| Width (in.) | 77 |
| Height (in.) | 59 |
| Wheelbase (in.) | 123 |
| Weight (lb.) | 4,810 |
| % Weight Front/Rear | 55/45 |
| Cargo Measurement | |
| Max. Load (lb.) | 970 |
| Cargo Volume, cu.ft. | 13 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 21 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 67 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 96 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|----------------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average ⬇️ | | |

Audi E-tron



✓ This all-electric luxury midsize SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of advanced safety features. The E-Tron’s 95-kilowatt-hour battery gives it an EPA-estimated range of 204 miles, which trails its peers. It’s quick and super-quiet, which makes the E-Tron glide along smoothly and effortlessly. However, it takes 13 hours to charge the E-Tron from near empty through a 240-volt connector. The standard air suspension gives the Audi a super-comfortable ride. Although the E-Tron has responsive handling, it isn’t as nimble as the Jaguar I-Pace. The cabin is dominated by two large touch screens, which we found to be daunting at first but ultimately manageable. Standard advanced safety systems include forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning.



Base Price: \$74,800
Body Styles: 4-door SUV; coupe
Trim Lines: Edition One, Premium Plus, Prestige, Sportback
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: Electric (355 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 193 |
| Width (in.) | 76 |
| Height (in.) | 66 |
| Wheelbase (in.) | 115 |
| Weight (lb.) | 5,795 |
| % Weight Front/Rear | 50/50 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,060 |
| Cargo Volume, cu.ft. | 28 |
| Towing Capacity (lb.) | 3,970 |
| Fuel | |
| Electric | |
| CR Overall mpge | 74 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 82 |
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 84 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|------------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average ⬆️ | | |

Audi Q3



✓ The redesigned Q3 is a pleasant SUV that packs luxury and practicality into a small package. A turbocharged 228-hp, 2.0-liter four-cylinder paired with an eight-speed automatic transmission makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The Q3’s 23 mpg overall fuel economy is not stellar, but we like that it uses regular gas. An uncluttered dashboard features well-labeled buttons and an easy-to-use touch screen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available. Rear visibility is hindered by the thick rear roof pillars, and blind spot warning is optional.



Base Price: \$34,700–\$42,900
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 177 |
| Width (in.) | 73 |
| Height (in.) | 63 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 3,880 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,090 |
| Cargo Volume, cu.ft. | 24.5 |
| Towing Capacity (lb.) | 1,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 23 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 84 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | * |
| Engine, Minor | ↑ | ↑ | * |
| Engine Cooling | ↑ | ↑ | * |
| Transmission, Major | ↑ | ↑ | * |
| Transmission, Minor | ↑ | ↑ | * |
| Drive System | ↑ | ↑ | * |
| Fuel System | ↑ | ↑ | * |
| Electrical | ↑ | ↑ | * |
| Climate System | ↑ | ↑ | * |
| Suspension | ↑ | ↑ | * |
| Brakes | ↑ | ↑ | * |
| Exhaust | ↑ | ↑ | * |
| Paint/Trim | ↑ | ↑ | * |
| Noises/Leaks | ↑ | ↑ | * |
| Body Hardware | ↑ | ↑ | * |
| Power Equipment | ↓ | ↑ | * |
| In-Car Electronics | ↓ | ↓ | * |
| USED CAR VERDICTS | | | |
| | ↑ | ↑ | |
| NEW CAR PREDICTION | | | |
| Average | | | ↓ |

Audi Q5



✓ The Q5 is one of the best choices among compact luxury SUVs. It has nimble and secure handling. The ride is compliant and controlled, and the cabin is quiet. The smooth 248-hp, 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic transmission. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. The available Audi Virtual Cockpit lets drivers switch between a traditional gauge cluster and a larger display that can focus on audio, phone, or navigation information. Fit and finish is impressive, and the seats are comfortable and supportive. Forward collision warning and city-speed automatic emergency braking are standard. Other available advanced safety features include blind spot warning, rear cross traffic warning, and lane keeping assistance.



Base Price: \$43,300–\$52,900
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige, SQ5
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.0-liter 4 hybrid (362 hp); 3.0-liter V6 turbo (349 hp)
Transmissions: 8-speed automatic; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 184 |
| Width (in.) | 75 |
| Height (in.) | 65 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 4,140 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,060 |
| Cargo Volume, cu.ft. | 27 |
| Towing Capacity (lb.) | 4,400 |
| Fuel | |
| Premium | |
| CR Overall mpg | 24 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 83 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↓ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↓ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↓ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↓ | ↑ |
| In-Car Electronics | ↓ | ↓ | ↑ |
| USED CAR VERDICTS | | | |
| | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | | | |
| Average | | | ↓ |

Audi Q7



Audi’s luxury three-row SUV received a freshening for 2020 with the control layout and styling of the Q8. A 2.0-liter four-cylinder turbocharged engine is also available, and a 3.0-liter V6 turbocharged with a 48-volt mild-hybrid setup from the Q8 is optional. The Q7 is very quiet, instilling a sense of tranquility. The ride has an underlying firmness unless buyers splurge on the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats but the third-row is very tight. A sleek dual screen infotainment system looks initially daunting but turns out to be manageable. Forward collision warning and automatic emergency braking with pedestrian detection are standard.



Base Price: \$54,800–\$71,200
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige, SQ7
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (500 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 199 |
| Width (in.) | 78 |
| Height (in.) | 69 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 5,080 |
| % Weight Front/Rear | 55/45 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,365 |
| Cargo Volume, cu.ft. | 35.5 |
| Towing Capacity (lb.) | 7,700 |
| Fuel | |
| Premium | |
| EPA Combined mpg | 18 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | NA |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↓ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↓ | ↓ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↓ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↑ | ↑ |
| In-Car Electronics | ↓ | ↓ | ↓ |
| USED CAR VERDICTS | ↓ | ↓ | ↑ |
| NEW CAR PREDICTION | Average | | ↓ |

Audi Q8



This five-seat, coupelike SUV is based on the Q7 but is wider and lower, and uses a new powertrain and infotainment system (which the 2020 Q7 gets). Some functionality is compromised for the more dynamic styling. The Q8’s 335-hp, 3.0-liter turbocharged V6, with a 48-volt mild-hybrid system, is paired to a smooth eight-speed automatic. It’s quiet, luxurious, and among the more sporty-driving SUVs. The new dual touch-screen control interface is daunting at first but isn’t too difficult to master. The Q8 features standard forward collision warning and automatic emergency braking with pedestrian detection, but blind spot warning and rear cross traffic warning are optional --these should be standard for a luxury SUV in this class. An RS Q8 super-high-performance version with a twin turbocharged 4.0-liter V8 engine is new.



Base Price: \$68,200–\$77,700
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige, RS, SQ8
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (335 hp); 4.0-liter V8 turbo (500 hp); 4.0-liter V8 turbo (590 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 197 |
| Width (in.) | 79 |
| Height (in.) | 67 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 5,000 |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | 1,100 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 7,700 |
| Fuel | |
| Premium | |
| EPA Combined mpg | 19 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | NA |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | ↑ |
| Engine, Minor | | | ↑ |
| Engine Cooling | | | ↑ |
| Transmission, Major | | | ↑ |
| Transmission, Minor | | | ↑ |
| Drive System | | | ↓ |
| Fuel System | | | ↑ |
| Electrical | | | ↑ |
| Climate System | | | ↑ |
| Suspension | | | ↑ |
| Brakes | | | ↑ |
| Exhaust | | | ↑ |
| Paint/Trim | | | ↑ |
| Noises/Leaks | | | ↑ |
| Body Hardware | | | ↑ |
| Power Equipment | | | ↑ |
| In-Car Electronics | | | ↓ |
| USED CAR VERDICTS | | | ↓ |
| NEW CAR PREDICTION | Much worse than average | | ↓ |

Audi TT



✓ Overall, the TT is more about style and technology than outright performance. The TT coupe and convertible use a 228-hp, 2.0-liter four-cylinder engine; the TTS features a 288-hp version. The six-speed dual-clutch automatic transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, and dives into corners with enthusiasm and a dash of steering feedback. The ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the center-dash screen. HVAC and seat-heating controls are incorporated into dash vents. A 2.5-liter turbo five-cylinder RS performance version is also available. The TT lacks most advanced safety systems, a disappointment for a car in this price range.



Base Price: \$45,500–\$54,500

Body Styles: convertible; coupe

Trim Lines: 2.0T, RS, TTS

Drive Wheels: AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (288 hp); 2.5-liter 5 turbo (394 hp)

Transmissions: 6-speed sequential; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 165 |
| Width (in.) | 72 |
| Height (in.) | 53 |
| Wheelbase (in.) | 99 |
| Weight (lb.) | 3,140 |
| % Weight Front/Rear | 60/40 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 770 |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 26 |

| OVERALL SCORE | 78 |
|-----------------------|----|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 84 |
| Crash Prevention | NA |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average ⬆ | | |

BMW 2 Series



✓ This small coupe is exhilarating to drive, with razor-sharp handling and a sporty feel that is missing in other recent BMWs. The 230i is the base version and comes with a 248-hp, 2.0-liter four-cylinder engine; the uplevel M240i has a terrific 335-hp, 3.0-liter turbo six-cylinder that responds instantly to every prod of the throttle. A 405-hp M2 version with even sportier handling is available. The six-speed manual and eight-speed automatic transmissions are slick and super-responsive. The excellent front seats are very supportive, but the rear seats are cramped. Interior appointments are first-rate, and the iDrive control system is logical once mastered. All-wheel drive and a convertible are available. Forward collision warning and automatic emergency braking are standard. A four-door Gran Coupe version has been added for 2020.



Base Price: \$35,300–\$58,900

Body Styles: convertible; coupe; sedan

Trim Lines: 228i, 230i, M2, M235i, M240i, M2 Competition, M2 CS

Drive Wheels: Rear, AWD

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 turbo (228, 248, 301 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (405, 444 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 175 |
| Width (in.) | 70 |
| Height (in.) | 56 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 3,450 |
| % Weight Front/Rear | 53/47 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 805 |
| Cargo Volume, cu.ft. | 14 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 25 |

| OVERALL SCORE | 87 |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 98 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬇ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬇ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬇ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬇ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬇ | ⬇ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬇ | ⬇ | ⬆ |
| NEW CAR PREDICTION | Average ⬇ | | |

BMW 3 Series



The 3 Series sedan delivers driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder engine paired with a smooth and responsive eight-speed automatic transmission. All-wheel drive is available. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is logical to use once mastered. Forward collision warning and city-speed automatic emergency braking with pedestrian and cyclist detection are standard. All-speed automatic emergency braking, blind spot warning, and lane departure warning are optional. The M340i with a 3.0-liter turbo six-cylinder and the 330e plug-in hybrid are new for 2020.



Base Price: \$40,750-\$56,000
Body Styles: sedan
Trim Lines: 330i, M340i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 186 |
| Width (in.) | 72 |
| Height (in.) | 57 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,640 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 825 |
| Cargo Volume, cu.ft. | 17 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 29 |

| OVERALL SCORE | 63 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 86 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | |

BMW 4 Series



The 4 Series coupe, convertible, and four-door hatchback versions pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car than a pure sports car. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter turbo six-cylinder is supersmooth and delivers effortless punch, which makes the 440i a treat to drive. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version. For 2020, the 4 Series gets standard forward collision warning, city-speed automatic emergency braking with pedestrian detection, and lane departure warning.



Base Price: \$44,750-\$103,100
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 430i, 440i, M4
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 183 |
| Width (in.) | 72 |
| Height (in.) | 54 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 3,470 |
| % Weight Front/Rear | 50/50 |
| Cargo Measurement | |
| Max. Load (lb.) | 790 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| EPA Combined mpg | 27 |

| OVERALL SCORE | NA |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | NA |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | |

BMW 5 Series



The 5 Series is a remarkably satisfying car, but one that is no longer the sporty choice of this class. Instead, it's very plush, super-quiet, finely crafted inside, and frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic transmission and returns an impressive 26 mpg overall yet delivers some zip. The 540i uses a punchy 335-hp, 3.0-liter turbo six-cylinder that effortlessly delivers power. AWD is available, and standard on the V8-powered M550i. The 530e plug-in hybrid costs the same as the 530i. It can go about 14 miles on electric power alone and takes 2 hours to charge on a 240-volt charger. Forward collision warning and city-speed automatic emergency braking are standard.



Base Price: \$53,900-\$110,000
Body Styles: sedan
Trim Lines: 530e, 530e xDrive, 530i, 530i xDrive, 540i, 540i xDrive, M5, M550i xDrive, M5 Competition
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (248 hp); 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456, 600, 617 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)195
Width (in.)74
Height (in.)58
Wheelbase (in.) 117
Weight (lb.) 3,950
% Weight Front/Rear 53/47
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 19
Towing Capacity (lb.) NR
Fuel
Premium
CR Overall mpg26

| OVERALL SCORE | 73 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 94 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬇️ | ⬆️ | ⬆️ |
| Fuel System | ⬇️ | ⬇️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬇️ | ⬇️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬇️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬇️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬇️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬇️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬇️ | ⬇️ |
| USED CAR VERDICTS | ⬇️ | ⬇️ | ⬇️ |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

BMW 7 Series



✓ Among ultraluxury sedans, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. But the current 7 aced our tests, with an impressively steady ride, a silky-smooth powertrain, good handling, and a sumptuous cabin. The base 740i is powered by a 3.0-liter turbo six-cylinder engine. Our 750i, with the polished and punchy 523-hp, 4.4-liter turbocharged V8 and all-wheel drive was quick and yielded decent fuel economy. Although the controls have a steep learning curve, they prove to be logical once mastered. The luxurious interior is super-quiet, with impeccable attention to detail and supremely comfortable seats, including a massage feature. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.



Base Price: \$86,450-\$157,700
Body Styles: sedan
Trim Lines: 740i, 745e, 750i, Alpina B7, M760i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (335 hp); 3.0-liter 6 hybrid (389 hp); 4.4-liter V8 turbo (523, 600 hp); 6.6-liter V12 turbo (601 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)207
Width (in.)75
Height (in.)58
Wheelbase (in.)126
Weight (lb.) 4,710
% Weight Front/Rear 54/46
Cargo Measurement
Max. Load (lb.) 960
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) NR
Fuel
Premium
CR Overall mpg 21

| OVERALL SCORE | 86 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 99 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ⬇️ |

BMW 8 Series



The 8 Series comes as a luxury two-door coupe, convertible, or four-door sedan. The 8 is a resurrected series that was BMW’s flagship coupe in the 1990s. The modern 8 Series is meant to compete with other six-figure boutique cruiser-type cars, offering a mix of luxury, high-tech features, power, and exclusivity. The 8 comes with a turbo-charged six-cylinder or V8 engine, mated to an eight-speed automatic and all-wheel drive. We found the Six to be silky smooth and plenty powerful, but the V8 brings a glorious sound. The convertible has a soft top that can be opened and closed on the move and an optional warm-air vent in the head restraint. Note that for that style and exclusivity, the 8 compromises access, visibility, and room.



Base Price: \$84,900–\$155,500
Body Styles: convertible; coupe; sedan
Trim Lines: 840i, M8, M850i, M8 Competition
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (600, 617 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 191
Width (in.) 75
Height (in.) 53
Wheelbase (in.) 111
Weight (lb.) 4,480
% Weight Front/Rear 55/45

Cargo Measurement

Max. Load (lb.) 770
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) NR

Fuel

Premium
EPA Combined mpg 20

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | NA |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ↓ |

BMW i3



✓ BMW’s electric four-seat hatchback has rear-hinged back doors, and its interior is striking in its simplicity and style. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. The optional two-cylinder engine acts as an onboard generator to extend the range beyond the typical 150 miles to about 200 miles total. Charge times were about 5.5 hours with a 240-volt connection. The i3 is very energy-efficient when running on electric power but not so fuel-efficient when using the gas engine. Despite its tall stance, the i3 is very agile and easy to maneuver, but the ride is quite firm. The sudden deceleration when lifting off the accelerator pedal takes some getting used to. A more powerful 181-hp i3s version is available.



Base Price: \$44,450–\$51,500
Body Styles: 4-door hatchback
Trim Lines: Deka, Giga, Mega, s, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 electric (170 hp); 0.7-liter 2 electric (181 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions

Length (in.) 157
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 101
Weight (lb.) 3,140
% Weight Front/Rear 45/55

Cargo Measurement

Max. Load (lb.) 650
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) NR

Fuel

Premium
CR Overall mpge 113

| OVERALL SCORE | 71 |
|-----------------------|------|
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 70 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | * | * |
| Engine, Minor | ↑ | * | * |
| Engine Cooling | ↑ | * | * |
| Transmission, Major | ↑ | * | * |
| Transmission, Minor | ↑ | * | * |
| Drive System | ↑ | * | * |
| Fuel System | ↑ | * | * |
| Electrical | ↑ | * | * |
| Climate System | ↑ | * | * |
| Suspension | ↑ | * | * |
| Brakes | ↑ | * | * |
| Exhaust | ↑ | * | * |
| Paint/Trim | ↑ | * | * |
| Noises/Leaks | ↑ | * | * |
| Body Hardware | ↑ | * | * |
| Power Equipment | ↓ | * | * |
| In-Car Electronics | ↑ | * | * |
| USED CAR VERDICTS | ↑ | | |
| NEW CAR PREDICTION | Better than average | | ↑ |

BMW X1



✓ The X1 shares a platform with the Mini Cooper Countryman, and is available in front- and all-wheel-drive versions. In our tests the responsive 228-hp, 2.0-liter turbocharged four-cylinder engine returned 26 mpg overall. With the X1’s relatively low ride height, it feels almost like driving a sedan. Although capable and responsive, the X1’s ride and handling aren’t up to BMW’s high standards. Road noise is rather noticeable. The interior is constructed with high-quality materials, and the controls are easy-to-use physical switches, buttons, and knobs. The front seats are rather short and flat, however, and rear-seat passengers hit their shins against the backs of the front seats. Forward collision warning and automatic emergency braking with pedestrian detection are standard. Inexplicably, blind spot warning is not available.



Base Price: \$35,200–\$37,200
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 175
Width (in.) 72
Height (in.) 63
Wheelbase (in.) 105
Weight (lb.) 3,725
% Weight Front/Rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 27
Towing Capacity (lb.) NR
Fuel
Premium
CR Overall mpg 26

| OVERALL SCORE | 72 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 74 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬆ | * |
| Fuel System | ⬆ | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | ⬆ | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | ⬆ | ⬇ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | ⬆ | ⬆ | * |
| Noises/Leaks | ⬆ | ⬆ | * |
| Body Hardware | ⬆ | ⬆ | * |
| Power Equipment | ⬆ | ⬇ | * |
| In-Car Electronics | ⬆ | ⬇ | * |
| USED CAR VERDICTS | ⬆ | ⬇ | |
| NEW CAR PREDICTION | Better than average | | ⬆ |

BMW X2



✓ The BMW X2 is designed to appeal to style-conscious customers who want a sporty SUV but don’t mind sacrificing interior space. Based on the X1, the lower, shorter X2 feels more like driving a car than an SUV. Its gutsy 228-hp turbocharged four-cylinder engine is mated to a smooth-shifting eight-speed automatic transmission. Front- and all-wheel drive are available. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well-made but a bit austere, with comfortable front seats and logical controls. Outward visibility and rear seat room are hurt by the sleek styling. Safety features including forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning are standard. An M35i performance version is available. Note that blind spot warning is not available.



Base Price: \$36,400–\$46,450
Body Styles: 4-door SUV
Trim Lines: M35i, sDrive28i, xDrive28i
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp); 2.0-liter 4 turbo (302 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 172
Width (in.) 72
Height (in.) 60
Wheelbase (in.) 105
Weight (lb.) 3,645
% Weight Front/Rear 58/42
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 23.5
Towing Capacity (lb.) NR
Fuel
Premium
CR Overall mpg 25

| OVERALL SCORE | 74 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 77 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | * | * |
| Engine, Minor | | * | * |
| Engine Cooling | | * | * |
| Transmission, Major | | * | * |
| Transmission, Minor | | * | * |
| Drive System | | * | * |
| Fuel System | | * | * |
| Electrical | | * | * |
| Climate System | | * | * |
| Suspension | | * | * |
| Brakes | | * | * |
| Exhaust | | * | * |
| Paint/Trim | | * | * |
| Noises/Leaks | | * | * |
| Body Hardware | | * | * |
| Power Equipment | | * | * |
| In-Car Electronics | | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ⬆ |

BMW X3



✓ BMW’s third-generation X3 has upscale cabin amenities, sophisticated technology, and safety features. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine. It delivers quick acceleration and returned 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. The eight-speed automatic transmission is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is quite responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard forward collision warning and automatic emergency braking with pedestrian detection. Blind spot warning and lane departure warning are optional.



Base Price: \$41,950-\$76,900
Body Styles: 4-door SUV
Trim Lines: M, M40i, M Competition, sDrive30i, xDrive30e, xDrive30i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.0-liter 4 hybrid (288 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 186 |
| Width (in.) | 74 |
| Height (in.) | 66 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 4,220 |
| % Weight Front/Rear | 49/51 |
| Cargo Measurement | |
| Max. Load (lb.) | 935 |
| Cargo Volume, cu.ft. | 32 |
| Towing Capacity (lb.) | 4,410 |
| Fuel | |
| Premium | |
| CR Overall mpg | 24 |

| OVERALL SCORE | 78 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 92 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | I | I | I |
| In-Car Electronics | I | I | ^ |
| USED CAR VERDICTS | ^ | ^ | ^ |
| NEW CAR PREDICTION | Average I | | |

BMW X4



The BMW X4 was redesigned for 2019 and is based on the current-generation X3. The new X4 gains new safety technology and an inch of legroom over its predecessor. But its coupelike profile sacrifices some utility and visibility for a more athletic appearance. The base version is now called the xDrive30i and features a 248-hp turbo-charged four-cylinder engine; the M40i is powered by a 382-hp turbo six-cylinder engine. Both have all-wheel drive and a smooth-shifting eight-speed automatic transmission as standard equipment. We found the X3 to be thoroughly engaging to drive and expect similar performance from the X4. Forward collision warning and automatic emergency braking with pedestrian detection are standard, as is a 10.25-inch touch screen with navigation.



Base Price: \$51,100-\$80,400
Body Styles: 4-door SUV
Trim Lines: M, M40i, M Competition, xDrive30i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (382 hp); 3.0-liter 6 turbo (473 hp); 3.0-liter 6 turbo (503 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 188 |
| Width (in.) | 75 |
| Height (in.) | 64 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 3,900 |
| % Weight Front/Rear | 50/50 |
| Cargo Measurement | |
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | 19 |
| Towing Capacity (lb.) | 4,000 |
| Fuel | |
| Premium | |
| EPA Combined mpg | 25 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | NA |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average I | | |

BMW X5



The redesigned 2019 X5 is one of the best vehicles we’ve ever tested. The xDrive40i’s smooth 335-hp, 3.0-liter turbo six-cylinder engine makes the X5 quick and easy to drive smoothly, yet it gets a decent 23 mpg overall. We don’t think there is any reason to opt for the V8-powered xDrive50i. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn’t sporty but is very competent. Controls have an initial learning curve but prove to be logical once mastered, and the infotainment system works seamlessly. The standard Active Driving Assistant includes forward collision warning (with pedestrian and cyclist detection), city-speed automatic emergency braking, blind spot warning, lane departure warning, and rear cross traffic warning.



Base Price: \$58,900–\$114,100
Body Styles: 4-door SUV
Trim Lines: M, M50i, M Competition, sDrive40i, xDrive40i, xDrive50i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (600, 617 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)194
Width (in.)79
Height (in.)69
Wheelbase (in.)117
Weight (lb.)4,740
% Weight Front/Rear 50/50
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 7,200
Fuel
Premium
CR Overall mpg23

| OVERALL SCORE | 72 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 98 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Much worse than average | | ⬆️ |

BMW X6



The 2020 X6 is a coupelike, sporty SUV that’s based on the redesigned X5. The smooth 3.0-liter turbo six-cylinder engine and eight-speed automatic make it quick, and our tested X5 got a good 23 mpg overall. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling is very competent, but the X6’s ride is stiffer than the X5’s. The controls take time to learn but prove to be logical, and the infotainment system works seamlessly. Unlike its sibling, the X6’s styling severely hampers rear visibility, rear-seat access, and cargo room. The standard Active Driving Assistant includes forward collision warning with pedestrian and cyclist detection, automatic emergency braking, blind spot warning, and rear cross traffic warning. A rear-wheel-drive version is also available, as is a V8-powered M50i.



Base Price: \$64,300–\$117,600
Body Styles: 4-door SUV
Trim Lines: M, M50i, M Competition, sDrive40i, xDrive40i
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (523 hp); 4.4-liter V8 turbo (600 hp); 4.4-liter V8 turbo (617 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)195
Width (in.)79
Height (in.)67
Wheelbase (in.)117
Weight (lb.)4,785
% Weight Front/Rear 50/50
Cargo Measurement
Max. Load (lb.) 895
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 7,200
Fuel
Premium
EPA Combined mpg22

| OVERALL SCORE | NA |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬆️ |

BMW X7



BMW’s super-luxurious three-row SUV has a standard turbo six-cylinder engine and smooth shifting eight-speed automatic transmission. This gem of a powertrain provides punchy acceleration and respectable fuel economy. Its comfortable ride is helped by the X7’s air suspension which keeps the body composed; the handling is remarkably responsive for such a large SUV. The cabin is incredibly quiet and has a richly furnished interior. Buyers can choose two second-row captain’s chairs or a three-person bench seat. BMW’s latest iDrive infotainment system is easier to use than in previous versions, but it still takes some getting used to. Standard advanced safety features include forward collision warning, city-speed automatic emergency braking with pedestrian and cyclist detection, and blind spot warning.



Base Price: \$73,900-\$99,600
Body Styles: 4-door SUV
Trim Lines: M50i, xDrive40i, xDrive50i
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter 6 turbo (335 hp); 4.4-liter V8 turbo (456 hp); 4.4-liter V8 turbo (523 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 203 |
| Width (in.) | 79 |
| Height (in.) | 71 |
| Wheelbase (in.) | 122 |
| Weight (lb.) | 5,285 |
| % Weight Front/Rear | 47/53 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,200 |
| Cargo Volume, cu.ft. | 26 |
| Towing Capacity (lb.) | 7,500 |
| Fuel | |
| Premium | |
| CR Overall mpg | 22 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 70 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 94 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|-------------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

BMW Z4



✓ The Z4 roadster is sportier than its predecessor and has good fuel economy. The base 2.0-liter turbo Z4 delivers punchy acceleration and an invigorating exhaust sound. The eight-speed automatic shifts with authority. No manual is available. Its handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely, using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive control system takes some time to master, but it proves to be intuitive with experience. Apple CarPlay requires a subscription after the first year. Forward collision warning and automatic emergency braking with pedestrian detection are standard. A 3.0-liter turbo six-cylinder is new for 2020.



Base Price: \$49,700-\$63,700
Body Styles: convertible
Trim Lines: M40i, sDrive 30i
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (382 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 171 |
| Width (in.) | 73 |
| Height (in.) | 51 |
| Wheelbase (in.) | 97 |
| Weight (lb.) | 3,290 |
| % Weight Front/Rear | 51/49 |
| Cargo Measurement | |
| Max. Load (lb.) | 465 |
| Cargo Volume, cu.ft. | 10 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 29 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 76 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 86 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | | * |
| Engine, Minor | * | | * |
| Engine Cooling | * | | * |
| Transmission, Major | * | | * |
| Transmission, Minor | * | | * |
| Drive System | * | | * |
| Fuel System | * | | * |
| Electrical | * | | * |
| Climate System | * | | * |
| Suspension | * | | * |
| Brakes | * | | * |
| Exhaust | * | | * |
| Paint/Trim | * | | * |
| Noises/Leaks | * | | * |
| Body Hardware | * | | * |
| Power Equipment | * | | * |
| In-Car Electronics | * | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ⬇️ |

Buick Enclave



✓ The large, three-row Buick Enclave is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got 18 mpg overall in our tests. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick’s flagship. The third-row seat is relatively roomy for the class. The infotainment system is easy to use, and connectivity features abound. But the unintuitive gear selector is fussy and a nuisance to use in parking maneuvers. The manual sunshade for the sunroof is out of place, given the Buick’s price. City-speed automatic emergency braking and forward collision warning are standard only on top-level versions costing more than \$50,000.



Base Price: \$40,000-\$56,100
Body Styles: 4-door SUV
Trim Lines: Avenir, Base, Essence, Premium
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear, 3 third
Engines: 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 204 |
| Width (in.) | 79 |
| Height (in.) | 70 |
| Wheelbase (in.) | 121 |
| Weight (lb.) | 4,690 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,625 |
| Cargo Volume, cu.ft. | 48.5 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 18 |

| OVERALL SCORE | |
|-----------------------|------|
| | 76 |
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 87 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | I |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | ^ | ^ |
| In-Car Electronics | ^ | ^ | ^ |
| USED CAR VERDICTS | ^ | I | I |
| NEW CAR PREDICTION | Average I | | |

Buick Encore



✓ Derived from the small Chevrolet Sonic sedan, this subcompact SUV has a veneer of luxury. It has a well-finished, quiet cabin and a ride that’s better than that of a number of larger SUVs. On the downside, the Encore’s little 1.4-liter turbocharged four-cylinder engine and six-speed automatic transmission combine to deliver plodding acceleration and just fair fuel economy. We got just 23 mpg overall in our tests. In addition, the small Encore is expensive, which makes it a questionable value. Still, the Encore’s tidy size makes it easy to maneuver, and handling is sound. The interior is narrow and cramped, and the swoopy styling intrudes on the view out of the back. A more powerful Sport Touring version is also available.



Base Price: \$23,200-\$30,800
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Sport Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 168 |
| Width (in.) | 70 |
| Height (in.) | 65 |
| Wheelbase (in.) | 101 |
| Weight (lb.) | 3,355 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 945 |
| Cargo Volume, cu.ft. | 26 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 23 |

| OVERALL SCORE | |
|-----------------------|------|
| | 71 |
| Predicted Reliability | ^ |
| Owner Satisfaction | ^ |
| Road-Test Score | 69 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | ^ | ^ |
| In-Car Electronics | ^ | ^ | ^ |
| USED CAR VERDICTS | ^ | ^ | ^ |
| NEW CAR PREDICTION | Better than average ^ | | |

Buick Encore GX



The Korean-built Encore GX compact SUV fits between the tiny Encore and the larger Envision. It rides on an all-new platform and offers a choice of two new turbocharged three-cylinder engines: a 137-hp variant and one that produces 155 hp. Front-wheel drive and a continuously variable transmission come standard. The all-wheel-drive version of the GX gets the larger engine and a nine-speed automatic transmission. Inside is a straightforward interior and an 8-inch touch screen. The GX also gets plenty of standard advanced safety features, including forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning.



Base Price: \$24,100-\$30,500
Body Styles: 4-door SUV
Trim Lines: Essence, Preferred, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)
Transmissions: 9-speed automatic; CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 171 |
| Width (in.) | 71 |
| Height (in.) | 64 |
| Wheelbase (in.) | 102 |
| Weight (lb.) | 3,600 |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | NA |
| Fuel | |
| Regular | |
| EPA Combined mpg | 28 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | NA |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average I | | |

Buick Envision



Buick's luxury compact SUV sits between the tiny Encore and the large Enclave. The Chinese-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder originally mated to a six-speed automatic transmission. For 2019, the turbo engine is paired to a nine-speed automatic. A less expensive 2.5-liter, four-cylinder engine and available front-wheel drive are new. Handling is clumsy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, soft and unsettled at the same time. Access is easy, and the rear seat is relatively roomy. The infotainment system is easy to use. Note that the dash vents are too low and tend to cool the driver's elbows. The Envision's available suite of active safety equipment includes forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance.



Base Price: \$31,995-\$43,600
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Premium, Premium II
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)
Transmissions: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 184 |
| Width (in.) | 72 |
| Height (in.) | 67 |
| Wheelbase (in.) | 108 |
| Weight (lb.) | 4,050 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 950 |
| Cargo Volume, cu.ft. | 32.5 |
| Towing Capacity (lb.) | 1,500 |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 21 |

| OVERALL SCORE | 65 |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 69 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | I | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | ^ | ^ |
| In-Car Electronics | ^ | ^ | ^ |
| USED CAR VERDICTS | ^ | ^ | ^ |
| NEW CAR PREDICTION | Average I | | |

Buick Regal



The Buick Regal Sportback has coupelike styling that artfully masks its hatchback configuration. Most versions use an energetic 2.0-liter turbo four-cylinder engine; the sporty GS gets a 3.6-liter V6. Front- and all-wheel-drive versions are available. The Regal has a comfortable ride. Road, wind, and engine noise are well-muted. Handling is capable and responsive. We found the seats to be comfortable and the cabin well-constructed, though a bit plain. Android Auto and Apple CarPlay compatibility is standard, and the infotainment system is easy to use. Most advanced safety features are optional and are typically found on versions costing close to \$40,000. The Regal TourX version is a raised all-wheel-drive wagon, similar in concept to a Subaru Outback.



Base Price: \$25,370-\$39,070

Body Styles: 4-door hatchback

Trim Lines: Avenir, Base, Essence, GS, Preferred, Preferred II

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 3.6-liter V6 (310 hp)

Transmissions: 8-speed automatic; 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 193 |
| Width (in.) | 73 |
| Height (in.) | 57 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 3,680 |
| % Weight Front/Rear | 60/40 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 925 |
| Cargo Volume, cu.ft. | 32 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|--------------------|----|
| Regular or premium | |
| CR Overall mpg | 23 |

| OVERALL SCORE | 64 |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 87 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬇️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬆️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬆️ | * |
| Noises/Leaks | ⬆️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬆️ | ⬆️ | * |
| In-Car Electronics | ⬇️ | ⬇️ | * |
| USED CAR VERDICTS | ⬇️ | ⬇️ | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Cadillac CT4



The new Cadillac CT4 replaces the ATS sedan, slotting beneath the CT5. It's likely to be roomier than the cramped ATS, and it should deliver a sporty driving experience. The CT4 will be offered in four trims: Luxury, Premium Luxury, Sport, and V. The base engine is a 237-hp, 2.0-liter turbocharged four-cylinder with an eight-speed automatic. The sporty CT4-V gets a 325-hp, 2.7-liter turbo engine with a 10-speed automatic. All trims are available in rear- and all-wheel-drive configurations. The V is visually distinguished by a mesh grille, four exhaust outlets, and a rear spoiler. Advanced safety systems are not available on the base Luxury trim. GM's impressive Super Cruise, a partially automated system that maintains steering and speed control, will be available in late 2020.



Base Price: \$32,995-\$44,495

Body Styles: sedan

Trim Lines: Luxury, Premium Luxury, Sport, V

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (237 hp); 2.7-liter 4 turbo (309 hp); 2.7-liter 4 turbo (325 hp)

Transmissions: 8-speed automatic; 10-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 187 |
| Width (in.) | 72 |
| Height (in.) | 56 |
| Wheelbase (in.) | 109 |
| Weight (lb.) | 3,620 |
| % Weight Front/Rear | NA |

Cargo Measurement

| | |
|-----------------------|----|
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | 11 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|------------------|----|
| Premium | |
| EPA Combined mpg | 23 |

| OVERALL SCORE | NA |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | NA |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Cadillac CT5



Although the Cadillac CT5 replaced the CTS midsize luxury sedan, it’s designed to compete with the smaller BMW 3 Series and Mercedes-Benz C-Class. So far, we’ve found that the CT5 is roomier than the CTS. It also drives well, in part because of its balanced handling. The ride is steady and well controlled. Cadillac offers two engines: a responsive 2.0-liter turbocharged four-cylinder and an uplevel 3.0-liter twin-turbocharged V6. Both are paired with a 10-speed automatic transmission. The sedan is offered with rear- or all-wheel drive. Standard systems include forward collision warning, city-speed automatic emergency braking with pedestrian detection, and a safety alert seat that ties in with driver monitoring. A Super Cruise advanced driver assistance system and higher-performance CT5-V will be added sometime after the car’s launch.



Base Price: \$36,895-\$47,695
Body Styles: sedan
Trim Lines: Luxury, Premium Luxury, Sport, V
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (237 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 turbo (360 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 194 |
| Width (in.) | 74 |
| Height (in.) | 57 |
| Wheelbase (in.) | 116 |
| Weight (lb.) | 3,865 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 875 |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| EPA Combined mpg | 25 |

| OVERALL SCORE | NA |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Cadillac CT6



The CT6 is athletic and lively to drive. Although the ride is firm, the CT6 is steady and controlled, and the interior is very quiet. The base engine is a refined 3.6-liter V6. All-wheel drive is standard. The interior is plush and roomy, but in-cabin storage is practically nonexistent. Front-seat comfort is superb, but the rear seat is short on thigh support. The CT6’s Super Cruise driver assistance system operates on freeways and monitors the driver to make sure he or she is paying attention. The V and Platinum models get a powerful turbo V8. For the 2020 model year, all CT6 trim lines come standard with forward collision warning, city-speed automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning.



Base Price: \$58,995-\$96,495
Body Styles: sedan
Trim Lines: Luxury, Platinum, Premium Luxury, V
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (335 hp); 4.2-liter V8 turbo (500 hp); 4.2-liter V8 turbo (550 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 204 |
| Width (in.) | 74 |
| Height (in.) | 58 |
| Wheelbase (in.) | 122 |
| Weight (lb.) | 4,040 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 910 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | 1,000 |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 22 |

| OVERALL SCORE | 70 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 95 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬇️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬇️ | ⬆️ | * |
| Drive System | ⬇️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬇️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬆️ | * |
| Noises/Leaks | ⬇️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬆️ | ⬆️ | * |
| In-Car Electronics | ⬇️ | ⬇️ | * |
| USED CAR VERDICTS | ⬇️ | ⬇️ | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Cadillac Escalade



The Escalade falls down on the fundamentals as a luxury SUV; it rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more room, a longer ESV version with increased cargo space is available. The Cue infotainment system is confounding. The real strength of the Escalade lies in its work abilities, with a powerful 420-hp V8 engine and an impressive tow capacity. Recent updates include a new 10-speed automatic transmission, replacing the eight-speed unit. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy. A redesigned Escalade is coming in summer 2020.



Base Price: \$75,195-\$98,295

Body Styles: 4-door SUV; extended SUV

Trim Lines: Luxury, Platinum, Premium Luxury, Standard

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 3 third

Engines: 6.2-liter V8 (420 hp)

Transmissions: 10-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 204 |
| Width (in.) | 81 |
| Height (in.) | 74 |
| Wheelbase (in.) | 116 |
| Weight (lb.) | 5,820 |
| % Weight Front/Rear | 51/49 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,310 |
| Cargo Volume, cu.ft. | 48 |
| Towing Capacity (lb.) | 8,100 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 16 |

| OVERALL SCORE | 41 |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 61 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average ⬇️ | | |

Cadillac XT4



The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 237-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic transmission make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The ride is on the stiff side but on a par with the XT4's peers. Its handling is quite nimble. The interior has comfortable seats with ritzy-looking leather, and chrome touches throughout. The infotainment system is easy to use, though the location of certain knobs is unusual and the gear selector takes some getting used to. Forward collision warning, city-speed automatic emergency braking with pedestrian detection are standard for 2020.



Base Price: \$35,695-\$42,295

Body Styles: 4-door SUV

Trim Lines: Luxury, Premium Luxury, Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (237 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 181 |
| Width (in.) | 77 |
| Height (in.) | 63 |
| Wheelbase (in.) | 109 |
| Weight (lb.) | 3,930 |
| % Weight Front/Rear | 58/42 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 970 |
| Cargo Volume, cu.ft. | 26.5 |
| Towing Capacity (lb.) | 3,500 |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 23 |

| OVERALL SCORE | 52 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 78 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------------|----|----|
| Engine, Major | | | ⬆️ |
| Engine, Minor | | | ⬆️ |
| Engine Cooling | | | ⬆️ |
| Transmission, Major | | | ⬆️ |
| Transmission, Minor | | | ⬆️ |
| Drive System | | | ⬆️ |
| Fuel System | | | ⬆️ |
| Electrical | | | ⬆️ |
| Climate System | | | ⬆️ |
| Suspension | | | ⬆️ |
| Brakes | | | ⬆️ |
| Exhaust | | | ⬆️ |
| Paint/Trim | | | ⬆️ |
| Noises/Leaks | | | ⬆️ |
| Body Hardware | | | ⬆️ |
| Power Equipment | | | ⬆️ |
| In-Car Electronics | | | ⬆️ |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average ⬇️ | | |



Cadillac XT5



Cadillac’s XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It’s powered by a 3.6-liter V6 engine or a new 2.0-liter turbo-four. Both are linked to a nine-speed automatic. With the V6, the XT5 seems lethargic in everyday driving, despite posting decent outright acceleration in our tests. The XT5 handles soundly, though the ride is too stiff for a luxury SUV. The active damping suspension that comes on top-trim versions improves matters a bit. Comfortable front seats, good fit and finish, and a quiet cabin lend the XT5 a luxurious aura. Starting with the 2020 model year, forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning and lane keeping assistance are standard. Blind spot warning and rear cross traffic warning are standard on all but the base model.



Base Price: \$44,095-\$55,095
Body Styles: 4-door SUV
Trim Lines: Luxury, Premium Luxury, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (237 hp); 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)190
Width (in.)75
Height (in.)66
Wheelbase (in.)113
Weight (lb.)4,300
% Weight Front/Rear59/41
Cargo Measurement
Max. Load (lb.)1,620
Cargo Volume, cu.ft.33
Towing Capacity (lb.)3,500
Fuel
Regular or premium
CR Overall mpg20

| OVERALL SCORE | 64 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 76 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬇️ | ⬆️ | ⬆️ |
| Drive System | ⬇️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬇️ | ⬆️ | ⬆️ |
| Suspension | ⬇️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬇️ | ⬇️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬇️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬇️ | ⬆️ |
| USED CAR VERDICTS | ⬇️ | ⬆️ | ⬇️ |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Cadillac XT6



Cadillac’s belated three-row luxury midsize SUV is powered by a robust 3.6-liter V6 mated to a smooth nine-speed automatic transmission. Front-wheel drive comes standard; all-wheel drive is optional. Handling is responsive for a three-row SUV, and the ride is comfortable. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 lacks some luxury features, such as a four-way lumbar support adjustment for the driver’s seat and auto-up rear windows. The infotainment system is relatively easy to use. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are all standard. Optional features include rear pedestrian detection, reverse automatic emergency braking, and a rearview mirror that can also display a feed from the rearview camera.



Base Price: \$52,695-\$57,095
Body Styles: 4-door SUV
Trim Lines: Premium Luxury, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 2 rear, 2 third
Engines: 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)199
Width (in.)77
Height (in.)69
Wheelbase (in.)113
Weight (lb.)4,585
% Weight Front/Rear56/44
Cargo Measurement
Max. Load (lb.)1,320
Cargo Volume, cu.ft.41
Towing Capacity (lb.)4,000
Fuel
Regular
CR Overall mpg18

| OVERALL SCORE | 56 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 82 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Chevrolet Blazer



Chevrolet's midsize SUV seats five passengers but is focused more on styling and luxury and less on utility. The base 193-hp four-cylinder engine comes only on front-wheel-drive versions. The all-wheel-drive ones get a 305-hp V6. The Blazer rides and handles well, it's quiet, and the V6's power delivery is smooth. Controls are easy to use, but the low dash vents direct air to front occupants' elbows. For advanced safety features beyond blind spot warning and rear cross traffic warning, buyers have to pick an expensive option package that's available only on the high-end versions. Getting automatic emergency braking, forward collision warning, lane departure warning, and lane keeping assistance bumps the price up considerably. For 2020, a new turbocharged 2.0-liter four-cylinder engine is available.



Base Price: \$28,800-\$45,600

Body Styles: 4-door SUV

Trim Lines: Cloth, L, Leather, Premier, RS

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (230 hp); 2.5-liter 4 (193 hp); 3.6-liter V6 (305 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 191 |
| Width (in.) | 77 |
| Height (in.) | 67 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 4,235 |
| % Weight Front/Rear | 60/40 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,705 |
| Cargo Volume, cu.ft. | 34.5 |
| Towing Capacity (lb.) | 4,500 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 19 |

| OVERALL SCORE | 68 |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 83 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Chevrolet Bolt



✓ The Bolt is the first relatively affordable EV to have a robust driving range. This small hatchback is built around a large 66-kilowatt-hour battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 electrified horses on tap, the Bolt accelerates with gusto. A full charge takes 10 hours on a 240-volt connector, but with a rated 259-mile range, owners should rarely have to fully charge the Bolt. The Bolt is very quiet, but the ride is choppy. Controls, including the unintuitive gear selector, take some getting used to. The driver's seat is short on lower back support, and interior quality is on the cheap side. Forward collision warning, city-speed automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning are all optional.



Base Price: \$36,620-\$41,020

Body Styles: 4-door hatchback

Trim Lines: LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (200 hp)

Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 164 |
| Width (in.) | 70 |
| Height (in.) | 63 |
| Wheelbase (in.) | 102 |
| Weight (lb.) | 3,545 |
| % Weight Front/Rear | 56/44 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 875 |
| Cargo Volume, cu.ft. | 17 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|-----------------|-----|
| Electric | |
| CR Overall mpge | 119 |

| OVERALL SCORE | 70 |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 76 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬇️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬇️ | ⬇️ |
| USED CAR VERDICTS | ⬇️ | ⬇️ | ⬇️ |
| NEW CAR PREDICTION | Average | | ⬇️ |



Chevrolet Camaro



The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed over some of the roughest surfaces. The manual shifter has light, precise throws. Base models use a 275-hp turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and rear-seat room is extremely tight. Also available is a performance ZL1 version powered by a 650-hp, 6.2-liter V8 supercharged engine mated to the six-speed manual or optional 10-speed automatic.



Base Price: \$25,000-\$68,000
Body Styles: convertible; coupe
Trim Lines: LS, LT, SS, ZL1
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 supercharged (650 hp)
Transmissions: 8-speed automatic; 10-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions

Length (in.)188
Width (in.)75
Height (in.)53
Wheelbase (in.)111
Weight (lb.)3,730
% Weight Front/Rear54/46

Cargo Measurement

Max. Load (lb.)725
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) NR

Fuel

Regular or premium
CR Overall mpg20

| OVERALL SCORE | 53 |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 85 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬇️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬇️ | ⬆️ | * |
| Transmission, Minor | ⬇️ | ⬇️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬇️ | ⬆️ | * |
| Suspension | ⬆️ | ⬇️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬇️ | ⬇️ | * |
| Noises/Leaks | ⬇️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬇️ | * |
| Power Equipment | ⬆️ | ⬇️ | * |
| In-Car Electronics | ⬇️ | ⬆️ | * |
| USED CAR VERDICTS | ⬇️ | ⬇️ | |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Chevrolet Colorado



GM's small pickups, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. We tested the V6 engine, which returned 18 mpg overall, and the four-cylinder diesel, which got 24 mpg overall. The ride is rather choppy, as expected of a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended-cab and crew-cab body styles. Inside are the latest electronics, including the easy-to-use infotainment system. Updates for the 2020 model year include a new infotainment system and an available locking tailgate. Forward collision warning is optional, but automatic emergency braking is not offered.



Base Price: \$21,300-\$43,000
Body Styles: crew cab; extended cab
Trim Lines: Base, LT, RST, WT, Z71, ZR2
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.)213
Width (in.)74
Height (in.)79
Wheelbase (in.)128
Weight (lb.)4,500
% Weight Front/Rear57/43

Cargo Measurement

Max. Load (lb.)1,555
Cargo Volume, cu.ft. NA
Towing Capacity (lb.)7,000

Fuel

Regular or diesel
CR Overall mpg18-24

| OVERALL SCORE | 36-37 |
|-----------------------|-------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 60-61 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬇️ | ⬇️ | ⬇️ |
| Transmission, Minor | ⬇️ | ⬇️ | ⬇️ |
| Drive System | ⬇️ | ⬇️ | ⬆️ |
| Fuel System | ⬇️ | ⬇️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬇️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬇️ | ⬇️ |
| USED CAR VERDICTS | ⬇️ | ⬇️ | ⬇️ |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Chevrolet Corvette



The all-new Corvette Stingray underwent a radical shift for 2020: The iconic sports car shifts to a midengine design like exotic supercars from Ferrari and Lamborghini. Under the rear glass hatch is a 6.2-liter V8 producing 495 hp. No turbo or electric assist here. The engine is matched with an eight-speed dual-clutch automatic. There is no manual transmission. Chevrolet claims this combination, along with the Z51 performance package, enables the car to race to 60 mph in less than 3 seconds. We drove an early version of the new Corvette and found it to be extremely agile, with an invigorating sound, and yet the ride is docile. Rear and side visibility are severely hampered. There is cargo space up front and under the hatchback. Blind spot warning and rear cross traffic warning are available on all but the base trim.



Base Price: \$59,995-\$78,945

Body Styles: 2-door hatchback; convertible

Trim Lines: 1LT, 2LT, 3LT

Drive Wheels: Rear

Seating: 2 front

Engines: 6.2-liter V8 (495 hp)

Transmissions: 8-speed sequential

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 182 |
| Width (in.) | 76 |
| Height (in.) | 49 |
| Wheelbase (in.) | 107 |
| Weight (lb.) | 3,365 |
| % Weight Front/Rear | 40/60 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 525 |
| Cargo Volume, cu.ft. | 13 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|------------------|----|
| Premium | |
| EPA Combined mpg | 19 |

| OVERALL SCORE | NA |
|-----------------------|----|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | NA |
| Crash Prevention | NA |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Worse than average | | ⬆️ |

Chevrolet Equinox



✓ The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. Most versions use a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. The uplevel engine is a more muscular 252-hp turbo four-cylinder mated to a nine-speed automatic. We found that the ride absorbed bumps and pavement imperfections quite well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including the MyLink infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. Forward collision warning and city-speed automatic braking are standard for 2020. The diesel engine is no longer offered.



Base Price: \$23,800-\$35,700

Body Styles: 4-door SUV

Trim Lines: L, LS, LT, Premier

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp); 2.0-liter 4 turbo (252 hp)

Transmissions: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 183 |
| Width (in.) | 73 |
| Height (in.) | 65 |
| Wheelbase (in.) | 107 |
| Weight (lb.) | 3,540 |
| % Weight Front/Rear | 57/43 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 995 |
| Cargo Volume, cu.ft. | 32 |
| Towing Capacity (lb.) | 3,500 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 25 |

| OVERALL SCORE | 76 |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 78 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Better than average | | ⬆️ |



Chevrolet Impala



✓ The Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 engine and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic transmission. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, and handling is secure and responsive. The cabin stays very quiet and has a sumptuous backseat. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced safety features, including forward collision warning and automatic emergency braking, are available. Recent updates include the addition of Apple CarPlay capability and wireless cell-phone charging.



Base Price: \$31,620-\$36,720
Body Styles: sedan
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (197 hp); 3.6-liter V6 (305 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 201 |
| Width (in.) | 73 |
| Height (in.) | 59 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,855 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 945 |
| Cargo Volume, cu.ft. | 19 |
| Towing Capacity (lb.) | 1,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 22 |

| OVERALL SCORE | |
|-----------------------|------|
| | 84 |
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 91 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↓ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↓ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↓ | ↓ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↓ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↑ | ↑ |
| In-Car Electronics | ↑ | ↑ | ↑ |
| USED CAR VERDICTS | ↓ | ↑ | ↑ |
| NEW CAR PREDICTION | Better than average | | ↑ |

Chevrolet Malibu



Chevrolet's Malibu is competitive among midsize sedans, with a quiet cabin and easy-to-use controls. In tests we found the sedan to be quiet, with a comfortable ride and responsive handling. Two turbo four-cylinder engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. The standard transmission is now a CVT. The second engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. But the cloth seats are a bit short on support. The roomy rear seat lets long-legged passengers stretch out. The hybrid version has been discontinued.



Base Price: \$22,095-\$33,320
Body Styles: sedan
Trim Lines: L, LS, LT, Premier, RS
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (160 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: 9-speed automatic; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 194 |
| Width (in.) | 73 |
| Height (in.) | 58 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,125 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 900 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | 1,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 29 |

| OVERALL SCORE | |
|-----------------------|------|
| | 57 |
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 80 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | * |
| Engine, Minor | ↑ | ↑ | * |
| Engine Cooling | ↑ | ↑ | * |
| Transmission, Major | ↑ | ↑ | * |
| Transmission, Minor | ↓ | ↑ | * |
| Drive System | ↑ | ↓ | * |
| Fuel System | ↑ | ↑ | * |
| Electrical | ↑ | ↓ | * |
| Climate System | ↑ | ↑ | * |
| Suspension | ↑ | ↑ | * |
| Brakes | ↑ | ↑ | * |
| Exhaust | ↑ | ↑ | * |
| Paint/Trim | ↑ | ↑ | * |
| Noises/Leaks | ↓ | ↑ | * |
| Body Hardware | ↑ | ↑ | * |
| Power Equipment | ↑ | ↑ | * |
| In-Car Electronics | ↓ | ↑ | * |
| USED CAR VERDICTS | ↓ | ↓ | |
| NEW CAR PREDICTION | Worse than average | | ↓ |

Chevrolet Silverado 1500



The Silverado delivers smooth, responsive power from its combination of a 5.3-liter V8 engine and eight-speed automatic transmission. Fuel economy is 17 mpg overall, unless opting for the 3.0-liter six-cylinder diesel engine and 10-speed automatic; this combination gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is lackluster but secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the Trail Boss and High Country, run the gamut from an off-road special to a luxury chariot. Available advanced safety features, including forward collision warning and automatic emergency braking, are optional on high-end trims.



Base Price: \$28,300–\$59,295

Body Styles: crew cab; extended cab; regular cab

Trim Lines: Custom, Custom Trail Boss, High Country, LT, LT Trail Boss, LTZ, RST, WT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (277 hp); 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 10-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 232 |
| Width (in.) | 81 |
| Height (in.) | 76 |
| Wheelbase (in.) | 147 |
| Weight (lb.) | 5,130 |
| % Weight Front/Rear | 59/41 |

Cargo Measurement

| | |
|-----------------------|--------|
| Max. Load (lb.) | 1,940 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 12,100 |

Fuel

| | |
|-------------------|-------|
| Regular or diesel | |
| CR Overall mpg | 17-23 |

| OVERALL SCORE | 54-55 |
|-----------------------|-------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 76-78 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬇️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬇️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬇️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬆️ | ⬇️ |
| USED CAR VERDICTS | ⬇️ | ⬇️ | ⬇️ |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Chevrolet Sonic



The subcompact Chevrolet Sonic hatchback and sedan possess a relatively comfortable ride and a quiet cabin. EPA fuel economy of 29 mpg combined on the 1.4-liter turbo engine is nothing to boast about. The 1.8-liter four-cylinder engine has been dropped. Handling is secure but a bit too responsive because of the overly quick steering. The sedan has a large trunk, but the hatchback version offers more utility. Creature comforts, such as keyless entry and push-button start, and the optional heated seats and steering wheel, bring some maturity to this subcompact. A 7-inch touch screen is standard and works with Android Auto and Apple CarPlay. On the safety front, forward collision warning and lane departure warning are optional, and are welcome additions to the Sonic.



Base Price: \$16,720–\$21,520

Body Styles: 4-door hatchback; sedan

Trim Lines: LS, LT, Premier

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (138 hp)

Transmissions: 6-speed automatic

| OVERALL SCORE | NA |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | NA |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ⬇️ |

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 174 |
| Width (in.) | 68 |
| Height (in.) | 60 |
| Wheelbase (in.) | 99 |
| Weight (lb.) | 2,765 |
| % Weight Front/Rear | 62/38 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 895 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|------------------|----|
| Regular | |
| EPA Combined mpg | 29 |



Chevrolet Spark



Urban dwellers will appreciate the Spark’s small dimensions when looking for a parking space. But this rudimentary, bare-bones run-about doesn’t offer much else. Power comes from a 98-hp, 1.4-liter four-cylinder engine that delivers leisurely acceleration along with plenty of engine drone. Yet the Spark isn’t very frugal, at just 33 mpg overall. Handling is very responsive, but the overly sensitive steering makes the Spark a bit too darty at highway speeds and the ride is unyieldingly stiff. Inside, the driver has a commanding view out. But the rear seat is very tight and is best for just two occupants. The infotainment system has a 7-inch color display, making the Spark up to date on the connectivity front. Other available features include forward collision warning and lane departure warning.



Base Price: \$13,220-\$17,720
Body Styles: 4-door hatchback
Trim Lines: 1LT, 2LT, ACTIV, LS
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.4-liter 4 (98 hp)
Transmissions: 5-speed manual; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 143 |
| Width (in.) | 63 |
| Height (in.) | 58 |
| Wheelbase (in.) | 94 |
| Weight (lb.) | 2,280 |
| % Weight Front/Rear | 64/36 |
| Cargo Measurement | |
| Max. Load (lb.) | 660 |
| Cargo Volume, cu.ft. | 11 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 33 |

| OVERALL SCORE | 48 |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 47 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | I |

Chevrolet Suburban



With its 2021 redesign the Suburban has shed some of its Silverado pickup truck roots. The new model now uses an independent rear suspension, like its key competitors, which promises significant improvements in ride comfort, handling capabilities and third-row room. The truck has grown 1.7 inches longer, which translates into more rear legroom. A 5.3-liter V8 is standard, with a 6.2-liter V8 and a 3.0-liter inline 6-cylinder diesel also available. All use a 10-speed automatic transmission. Rear-wheel drive is standard, with four-wheel drive optional. The interior is styled like the upscale SUV that it is, rather than a copy of the Silverado. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning is optional.



Base Price: \$52,000-\$74,000E
Body Styles: 4-door SUV
Trim Lines: High Country, LS, LT, Premier, RST, Z71
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-----|
| Length (in.) | 226 |
| Width (in.) | 81 |
| Height (in.) | 76 |
| Wheelbase (in.) | 134 |
| Weight (lb.) | NA |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | NA |
| Fuel | |
| Regular or diesel | |
| EPA combined mpg | NA |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ✓ |
| Owner Satisfaction | ✓ |
| Road-Test Score | NA |
| Crash Prevention | Std./✓ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ✓ | ✓ | ✓ |
| Engine, Minor | ✓ | ✓ | ✓ |
| Engine Cooling | ✓ | ✓ | ✓ |
| Transmission, Major | ✓ | ✓ | ✓ |
| Transmission, Minor | I | ✓ | ✓ |
| Drive System | ✓ | ✓ | ✓ |
| Fuel System | I | ✓ | ✓ |
| Electrical | ✓ | ✓ | ✓ |
| Climate System | I | ✓ | ✓ |
| Suspension | ✓ | ✓ | ✓ |
| Brakes | ✓ | ✓ | ✓ |
| Exhaust | ✓ | ✓ | ✓ |
| Paint/Trim | ✓ | ✓ | ✓ |
| Noises/Leaks | ✓ | I | ✓ |
| Body Hardware | ✓ | ✓ | ✓ |
| Power Equipment | I | I | ✓ |
| In-Car Electronics | ✓ | ✓ | ✓ |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ✓ |

Chevrolet Tahoe



Like the bigger Suburban, the 2021 Tahoe isn't just a Silverado pickup truck with a longer roof. The new model finally uses an independent rear suspension, which promises significant improvements in ride comfort, handling capabilities, and third-row room. The truck has grown a massive 6.7 inches longer, which translates into more rear legroom, and better separates it from the already-roomy Traverse SUV. A 5.3-liter V8 is standard, with a 6.2-liter V8 and a 3.0-liter inline 6-cylinder diesel also available. All use a 10-speed automatic transmission. Rear-wheel drive is standard, with four-wheel drive optional. The interior is styled like the upscale SUV that it is, rather than a copy of the Silverado. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning is optional.



Base Price: \$48,000-\$70,000E

Body Styles: 4-door SUV

Trim Lines: High Country, LS, LT, Premier, RST, Z71

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear, 3 third

Engines: 3.0-liter 6 turbodiesel (277 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 10-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-----|
| Length (in.) | 211 |
| Width (in.) | 81 |
| Height (in.) | 76 |
| Wheelbase (in.) | 121 |
| Weight (lb.) | NA |
| % Weight Front/Rear | NA |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,440 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | NA |

Fuel

| | |
|-------------------|----|
| Regular or diesel | |
| EPA combined mpg | NA |

| OVERALL SCORE | NA |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Worse than average | | ⬆️ |

Chevrolet TrailBlazer



The TrailBlazer name is resurrected for Chevrolet's compact SUV, which is positioned between the Trax and the Equinox. It shares its drivetrain and other systems with the new Buick Encore GX. There are two turbocharged three-cylinder engine choices: a 1.2-liter and a 1.3-liter. Both come matched to a continuously variable transmission. The 1.3-liter produces 155 hp. The all-wheel-drive versions get the larger of the two engines. The TrailBlazer offers the latest version of GM's infotainment system, complete with Android Auto and Apple CarPlay. A wireless phone-charging pad is available. Standard active safety features include automatic emergency braking with pedestrian detection, lane departure warning, and lane keeping assistance. It also offers optional blind spot and rear cross traffic warning. The TrailBlazer has a starting price of under \$20,000.



Base Price: \$19,995-\$27,895

Body Styles: 4-door SUV

Trim Lines: Activ, L, LS, LT, RS

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.2-liter 3 turbo (137 hp); 1.3-liter 3 turbo (155 hp)

Transmissions: 9-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 171 |
| Width (in.) | 71 |
| Height (in.) | 64 |
| Wheelbase (in.) | 102 |
| Weight (lb.) | 3,600 |
| % Weight Front/Rear | NA |

Cargo Measurement

| | |
|-----------------------|----|
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | NA |

Fuel

| | |
|------------------|----|
| Regular | |
| EPA Combined mpg | 28 |

| OVERALL SCORE | NA |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬆️ |



Chevrolet Traverse



The Traverse has a quiet interior, a very comfortable ride, and responsive handling that make it a viable alternative to full-sized SUVs, such as the Suburban. It's also a competent challenger to established three-row SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. Front- and second-row captain's seats are comfortable, and the third row is roomy. An eight-passenger configuration is available on lower trims. We like the intuitive infotainment system. The manual sunroof shades are out of place in the \$50,000 Premier trim. Forward collision warning and automatic emergency braking are available, as are a system that monitors teen drivers and a rear-seat reminder designed to prevent a small child from being left unattended.



Base Price: \$29,800-\$53,200
Body Styles: 4-door SUV
Trim Lines: High Country, L, LS, LT, Premier, RS
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 (310 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 204
Width (in.) 79
Height (in.) 71
Wheelbase (in.) 121
Weight (lb.) 4,695
% Weight Front/Rear 57/43
Cargo Measurement
Max. Load (lb.) 1,450
Cargo Volume, cu.ft. 54.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR Overall mpg 20

| OVERALL SCORE | 65 |
|-----------------------|------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 95 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↓ | ↑ |
| Drive System | ↑ | ↓ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↓ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↓ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↓ | ↓ | ↑ |
| In-Car Electronics | ↓ | ↓ | ↑ |
| USED CAR VERDICTS | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | Much worse than average | | ↓ |

Chevrolet Trax



This bite-sized crossover --essentially a stripped-down Buick Encore --is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder engine and six-speed automatic transmission, a combination that doesn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and basic overall, with just a few niceties. The pronounced engine noise and stiff ride don't add to the experience, nor does the occasionally bumpy transmission. At \$26,000-plus, our Trax LT AWD tested car cost as much as larger, more substantial compact SUVs.



Base Price: \$21,300-\$29,100
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,255
% Weight Front/Rear 61/39
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) NR
Fuel
Regular
CR Overall mpg 25

| OVERALL SCORE | 53 |
|-----------------------|------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 55 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↓ | ↑ | * |
| Engine, Minor | ↑ | ↑ | * |
| Engine Cooling | ↑ | ↑ | * |
| Transmission, Major | ↑ | ↑ | * |
| Transmission, Minor | ↑ | ↑ | * |
| Drive System | ↑ | ↑ | * |
| Fuel System | ↑ | ↑ | * |
| Electrical | ↑ | ↑ | * |
| Climate System | ↑ | ↑ | * |
| Suspension | ↑ | ↓ | * |
| Brakes | ↓ | ↑ | * |
| Exhaust | ↑ | ↑ | * |
| Paint/Trim | ↑ | ↓ | * |
| Noises/Leaks | ↑ | ↑ | * |
| Body Hardware | ↑ | ↑ | * |
| Power Equipment | ↑ | ↑ | * |
| In-Car Electronics | ↑ | ↑ | * |
| USED CAR VERDICTS | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | Average | | ↓ |

Chrysler 300



✓ Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, buyers will find plenty of space for five adults, along with comfortable seats and attractive trim. The 5.7-liter V8 is punchy but thirsty. We prefer the 3.6-liter V6, which is plenty powerful and got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic transmission. All-wheel drive is optional. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car even though it costs thousands less than what luxury brands charge. The Uconnect infotainment system is easy to use. The last freshening added a rotating gear selector knob, and a big information screen in the gauge cluster. Forward collision warning and automatic emergency braking are available.



Base Price: \$29,590-\$41,995

Body Styles: sedan

Trim Lines: C, Limited, S, Touring, Touring L

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 199
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 120
Weight (lb.) 4,095
% Weight Front/Rear 52/48

Cargo Measurement

Max. Load (lb.) 865
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000

Fuel

Regular
CR Overall mpg 20-22

| OVERALL SCORE | 78-79 |
|-----------------------|-------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 83-84 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------------------|----|----|
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬆ | * |
| Fuel System | ⬆ | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | ⬆ | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | ⬆ | ⬆ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | ⬆ | ⬆ | * |
| Noises/Leaks | ⬆ | ⬆ | * |
| Body Hardware | ⬆ | ⬆ | * |
| Power Equipment | ⬆ | ⬆ | * |
| In-Car Electronics | ⬆ | ⬆ | * |
| USED CAR VERDICTS | ⬆ | ⬆ | |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Chrysler Pacifica



The Pacifica minivan is offered in seven- and eight-passenger configurations, and it retains the handy fold-into-the-floor second-row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides plenty of power and gets a decent 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. The plug-in hybrid version has an electric range of about 30 miles before it reverts to hybrid operation and gets 27 mpg overall. The Uconnect touch-screen system is intuitive and easy to master. High-end versions feature individual rear screens with built-in games. For 2020 the Voyager name returns; it's a new model that replaced the base trims of the Pacifica. An updated 2021 Pacifica will come with standard advanced safety systems and available all-wheel drive.



Base Price: \$33,745-\$45,845

Body Styles: minivan

Trim Lines: Limited, Touring, Touring L, Touring L Plus, Touring Plus

Drive Wheels: Front

Seating: 2 front, 3 rear, 3 third

Engines: 3.6-liter V6 hybrid (260 hp); 3.6-liter V6 (287 hp)

Transmissions: 9-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.) 204
Width (in.) 80
Height (in.) 70
Wheelbase (in.) 122
Weight (lb.) 4,535
% Weight Front/Rear 56/44

Cargo Measurement

Max. Load (lb.) 1,300
Cargo Volume, cu.ft. 66
Towing Capacity (lb.) 3,600

Fuel

Regular
CR Overall mpg 21-27

| OVERALL SCORE | 59-61 |
|-----------------------|-------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 85-88 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------------------------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much worse than average ⬇ | | |

Dodge Challenger



✓ The look may be old-school, yet the Challenger is a modern, thrilling barnstormer. It’s too heavy and wide for pinpoint handling on narrow roads, but it’s balanced and enjoyable on an open track. Its V8 sound is heartwarming. Ride comfort, noise isolation, and the manual transmission’s stiff shifter and clutch detract. The view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. Performance packages include a 6.4-liter V8, and a 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Blind spot warning, rear cross traffic warning, and forward collision warning are available. All-wheel drive is available with the V6 engine.



Base Price: \$27,995-\$78,295
Body Styles: coupe
Trim Lines: 392, GT, R/T, SRT Hellcat, SRT Hellcat Redeye, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 supercharged (717, 797 hp); 6.4-liter V8 (392 hp); 6.4-liter V8 (485 hp)
Transmissions: 8-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions
Length (in.)198
Width (in.)76
Height (in.)57
Wheelbase (in.)116
Weight (lb.)4,190
% Weight Front/Rear54/46
Cargo Measurement
Max. Load (lb.)865
Cargo Volume, cu.ft.16
Towing Capacity (lb.)1,000
Fuel
Regular or premium
CR Overall mpg20

| OVERALL SCORE | 72 |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 70 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | ⬆ | * |
| Engine, Minor | * | ⬆ | * |
| Engine Cooling | * | ⬆ | * |
| Transmission, Major | * | ⬆ | * |
| Transmission, Minor | * | ⬆ | * |
| Drive System | * | ⬆ | * |
| Fuel System | * | ⬆ | * |
| Electrical | * | ⬆ | * |
| Climate System | * | ⬆ | * |
| Suspension | * | ⬆ | * |
| Brakes | * | ⬆ | * |
| Exhaust | * | ⬆ | * |
| Paint/Trim | * | ⬆ | * |
| Noises/Leaks | * | ⬆ | * |
| Body Hardware | * | ⬆ | * |
| Power Equipment | * | I | * |
| In-Car Electronics | * | ⬆ | * |
| USED CAR VERDICTS | | ⬆ | |
| NEW CAR PREDICTION | Much better than average | | ⬆ |

Dodge Charger



✓ Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter or the Hellcat’s 707-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is wanting, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touch-screen infotainment system is optional. Forward collision warning, automatic emergency braking, and lane keeping assistance are available.



Base Price: \$29,895-\$71,745
Body Styles: sedan
Trim Lines: GT, R/T, Scat Pack, SRT Hellcat, SXT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)201
Width (in.)75
Height (in.)58
Wheelbase (in.)120
Weight (lb.)4,335
% Weight Front/Rear54/46
Cargo Measurement
Max. Load (lb.)865
Cargo Volume, cu.ft.16
Towing Capacity (lb.)1,000
Fuel
Regular or premium
CR Overall mpg20-22

| OVERALL SCORE | 71-73 |
|-----------------------|-------|
| Predicted Reliability | I |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 82-85 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | I |

Dodge Durango



Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional Uconnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. A sporty SRT version with a 475-hp, 6.4-liter V8 is available.



Base Price: \$30,495-\$62,995

Body Styles: 4-door SUV

Trim Lines: Citadel, GT, R/T, SRT, SXT

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 3.6-liter V6 (293 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 200 |
| Width (in.) | 76 |
| Height (in.) | 71 |
| Wheelbase (in.) | 120 |
| Weight (lb.) | 5,105 |
| % Weight Front/Rear | 50/50 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,200 |
| Cargo Volume, cu.ft. | 44 |
| Towing Capacity (lb.) | 6,200 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 18 |

| OVERALL SCORE | 63 |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 83 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬆️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬆️ | * |
| Noises/Leaks | ⬆️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬆️ | ⬆️ | * |
| In-Car Electronics | ⬆️ | ⬆️ | * |
| USED CAR VERDICTS | ⬆️ | ⬆️ | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Dodge Grand Caravan



The Dodge Grand Caravan continues on for another year without any significant updates. The Dodge offers a lower price than other minivans, but there is no escaping the reality that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall --the worst among all minivans in our tests. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will probably be available on this minivan, already the cheapest one on the market.



Base Price: \$27,290-\$35,535

Body Styles: minivan extended

Trim Lines: SE, SE Plus, SXT

Drive Wheels: Front

Seating: 2 front, 2 rear, 3 third

Engines: 3.6-liter V6 (283 hp)

Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 203 |
| Width (in.) | 79 |
| Height (in.) | 68 |
| Wheelbase (in.) | 121 |
| Weight (lb.) | 4,685 |
| % Weight Front/Rear | 55/45 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,150 |
| Cargo Volume, cu.ft. | 61.5 |
| Towing Capacity (lb.) | 1,500 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 17 |

| OVERALL SCORE | 65 |
|-----------------------|----|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 72 |
| Crash Prevention | NA |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬆️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬆️ | * |
| Noises/Leaks | ⬆️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬆️ | ⬆️ | * |
| In-Car Electronics | ⬆️ | ⬆️ | * |
| USED CAR VERDICTS | ⬆️ | ⬆️ | |
| NEW CAR PREDICTION | Better than average | | ⬆️ |

Dodge Journey



On paper, the midsize Journey SUV may sound compelling, but in our tests we found that it has a confining interior, lacks agility, and delivers miserable fuel economy. Added to that, it suffers from poor performance in the IIHS small-overlap frontal crash test. But the Journey rides well, the cabin is relatively quiet, and it offers a third-row seat, albeit one that is snug and best for children. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere—even at the airport rental lot. For 2020, the V6 engine and all-wheel drive have been dropped.



Base Price: \$23,495-\$28,595
Body Styles: 4-door SUV
Trim Lines: Crossroad, SE Value
Drive Wheels: Front
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (172 hp)
Transmissions: 4-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 192 |
| Width (in.) | 72 |
| Height (in.) | 67 |
| Wheelbase (in.) | 114 |
| Weight (lb.) | 4,000 |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | 37 |
| Towing Capacity (lb.) | 2,500 |
| Fuel | |
| Regular | |
| EPA Combined mpg | 21 |

| OVERALL SCORE | |
|-----------------------|----|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | NA |
| Crash Prevention | NA |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇ |

Fiat 124



The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat also has more comfortable seats than the Miata has. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jumpy over some uneven surfaces, and the cabin is very noisy, even with the top up. It takes some time to get used to the Mazda controls. The sportier Abarth version features more responsive handling. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight on space.



Base Price: \$25,390-\$29,390
Body Styles: convertible
Trim Lines: Abarth, Classica, Lusso, Urbana
Drive Wheels: Rear
Seating: 2 front
Engines: 1.4-liter 4 turbo (160 hp); 1.4-liter 4 turbo (164 hp)
Transmissions: 6-speed automatic; 6-speed manual

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 160 |
| Width (in.) | 69 |
| Height (in.) | 49 |
| Wheelbase (in.) | 91 |
| Weight (lb.) | 2,450 |
| % Weight Front/Rear | 54/46 |
| Cargo Measurement | |
| Max. Load (lb.) | 340 |
| Cargo Volume, cu.ft. | 5 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 31 |

| OVERALL SCORE | |
|-----------------------|----|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 76 |
| Crash Prevention | NA |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇ |

Fiat 500L



This Italian confection feels undercooked and has several significant flaws. It earned a dismal road-test score, thanks in part to a stiff ride, flat seats, and an awkward driving position that dictates bent knees and stretched arms. The 500L also scored a Poor in the IIHS small-overlap frontal crash test. To its credit, this quasi-wagon responds eagerly in corners and handles securely at its limit, and provides impressive interior space for its size, along with good visibility, super-easy cabin access, and a commendable 27 mpg overall from the 1.4-liter turbo engine. Fiat dropped the dual-clutch transmission we tested and now equips the 500L with a conventional six-speed automatic. Important safety features such as forward collision warning and automatic emergency braking are not offered.



Base Price: \$22,500–\$24,645
Body Styles: 4-door hatchback
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 103
Weight (lb.) 3,330
% Weight Front/Rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 22.5
Towing Capacity (lb.) NR
Fuel
Premium
CR Overall mpg 27

| OVERALL SCORE | 29 |
|-----------------------|----|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 50 |
| Crash Prevention | NA |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇ |

Fiat 500X



Its adorable styling may make shoppers almost want to hug the 500X, but the more time they spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier version of the discontinued Fiat 500, the X is a sibling vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. A new 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. The interior has some flair, and there are a number of available advanced safety features, including forward collision warning, automatic emergency braking, and blind spot warning.



Base Price: \$24,590–\$29,495
Body Styles: 4-door SUV
Trim Lines: Pop, Trekking, Urbana
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 1.3-liter 4 turbo (177 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 64
Wheelbase (in.) 101
Weight (lb.) 3,280
% Weight Front/Rear 61/39
Cargo Measurement
Max. Load (lb.) 1,080
Cargo Volume, cu.ft. 19.5
Towing Capacity (lb.) NR
Fuel
Regular
CR Overall mpg 23

| OVERALL SCORE | 35 |
|-----------------------|------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 50 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇ |

Ford EcoSport



The EcoSport subcompact crossover SUV has a tall stance that helps the driver get a good view out. It offers either a 1.0-liter, turbocharged three-cylinder engine that feels responsive in urban environments or a 2.0-liter four-cylinder. The 2.0-liter comes with standard all-wheel drive. Its fuel economy of 24 mpg overall isn't stellar. Handling is very nimble, which makes the EcoSport fun in the corners. But the ride is stiff, and the cabin is loud. The controls are easy to master, and Android Auto and Apple CarPlay compatibility is standard. The side-hinged rear hatch door can be annoying to use when parallel-parked. Blind spot warning with cross traffic warning is offered on higher trims, but neither forward collision warning nor automatic emergency braking is available.



Base Price: \$20,485-\$27,715
Body Styles: 4-door SUV
Trim Lines: S, SE, SES, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (166 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 161 |
| Width (in.) | 70 |
| Height (in.) | 65 |
| Wheelbase (in.) | 99 |
| Weight (lb.) | 3,390 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 825 |
| Cargo Volume, cu.ft. | 22.5 |
| Towing Capacity (lb.) | 2,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 24 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 68 |
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 61 |
| Crash Prevention | NA |

| | | | |
|----------------------------|--------------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | * | |
| Engine, Minor | ↑ | * | |
| Engine Cooling | ↑ | * | |
| Transmission, Major | ↑ | * | |
| Transmission, Minor | ↑ | * | |
| Drive System | ↑ | * | |
| Fuel System | ↑ | * | |
| Electrical | ↑ | * | |
| Climate System | ↑ | * | |
| Suspension | ↑ | * | |
| Brakes | ↑ | * | |
| Exhaust | ↑ | * | |
| Paint/Trim | ↑ | * | |
| Noises/Leaks | ↑ | * | |
| Body Hardware | ↑ | * | |
| Power Equipment | ↑ | * | |
| In-Car Electronics | ↑ | * | |
| USED CAR VERDICTS | ↑ | | |
| NEW CAR PREDICTION | Much better than average | | ↑ |

Ford Edge



✓ The Edge is a roomy and capable SUV. A 2.0-liter turbocharged four-cylinder that's paired with an eight-speed automatic transmission is standard and provides smooth, quiet acceleration. The high-performance ST trim gets a V6 turbo and AWD. The spacious interior provides comfortable quarters, front and rear, and cargo space is generous. However, the driving position is uneven because the left footrest sits too close to the driver. The Edge can rival some luxury SUVs with its quiet cabin, steady ride, and agile handling, and the Sync 3 infotainment system is easy to use. Standard safety equipment includes forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, rear cross traffic warning, lane departure warning, and lane keeping assistance.



Base Price: \$31,100-\$43,265
Body Styles: 4-door SUV
Trim Lines: SE, SEL, ST, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.7-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 189 |
| Width (in.) | 76 |
| Height (in.) | 68 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 4,250 |
| % Weight Front/Rear | 58/42 |
| Cargo Measurement | |
| Max. Load (lb.) | 950 |
| Cargo Volume, cu.ft. | 39 |
| Towing Capacity (lb.) | 3,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 22 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 79 |
| Predicted Reliability | ! |
| Owner Satisfaction | ! |
| Road-Test Score | 84 |
| Crash Prevention | Std./↑ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↓ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↑ | ↑ |
| In-Car Electronics | ↑ | ↑ | ↓ |
| USED CAR VERDICTS | ! | ! | ! |
| NEW CAR PREDICTION | Average | | ! |

Ford Escape



The redesigned 2020 Escape has curvier styling, new drivetrains, and standard advanced safety features. The standard 1.5-liter turbo three-cylinder engine returned 26 mpg overall in our tests. Although it provides sufficient oomph, the engine transmits an annoying vibration at low engine speeds. The optional 2.0-liter turbo four-cylinder is more powerful and smoother, and the hybrid Escape is very fuel-efficient—plus, neither one has the vibration issue. The ride has an underlying firmness. Handling is quite nimble and secure. But the brake pedal is oversensitive. Controls, including the rotary gear selector, are easy to use. The front seats are a bit flat, but the rear seat is quite roomy when set to the rearmost position. All Escapes come standard with forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



Base Price: \$24,885–\$38,835
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, SE Sport Hybrid, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (180 hp); 2.0-liter 4 turbo (250 hp); 2.5-liter 4 hybrid (198 hp); 2.5-liter 4 hybrid (209 hp)
Transmissions: 8-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 181
 Width (in.) 74
 Height (in.) 69
 Wheelbase (in.) 107
 Weight (lb.) 3,530
 % Weight Front/Rear 58/42
Cargo Measurement
 Max. Load (lb.) 910
 Cargo Volume, cu.ft. 30.5
 Towing Capacity (lb.) 2,000
Fuel
 Regular
 CR Overall mpg 26–34

| OVERALL SCORE | 62-67 |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 73-82 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬇ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬇ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Worse than average ⬇ | | |

Ford Expedition



✓ The Expedition is a huge SUV with modern convenience and advanced safety features. The 3.5-liter turbocharged V6 engine is mated to a 10-speed automatic transmission and provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is rather ungainly, and the ride is a bit stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. The controls, including the rotary knob gear selector, are easy to use. For 2020, the Expedition comes standard with a suite of safety systems that includes forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning.



Base Price: \$48,990–\$80,110
Body Styles: 4-door SUV; extended SUV
Trim Lines: King Ranch, Limited, MAX King Ranch, MAX Limited, MAX Platinum, MAX XLT, Platinum, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (375 hp); 3.5-liter V6 turbo (400 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 222
 Width (in.) 82
 Height (in.) 76
 Wheelbase (in.) 132
 Weight (lb.) 6,035
 % Weight Front/Rear 50/50
Cargo Measurement
 Max. Load (lb.) 1,510
 Cargo Volume, cu.ft. 66
 Towing Capacity (lb.) 9,300
Fuel
 Regular or premium
 CR Overall mpg 16

| OVERALL SCORE | 73 |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 73 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬇ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬇ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬇ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬇ | ⬇ | ⬆ |
| NEW CAR PREDICTION | Average ⬇ | | |

Ford Explorer



The redesigned Explorer has newfound handling agility and a spacious, quiet cabin, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but raspy sounding. The transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The Sync 3 infotainment system is very easy to use. The driving position is much improved, but the third-row seat is less roomy now. A power liftgate is standard. The standard Ford Co-Pilot360 suite of advanced safety systems includes forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



Base Price: \$32,765-\$58,250
Body Styles: 4-door SUV
Trim Lines: Base, Hybrid, Hybrid Limited, Limited, Platinum, ST, XLT
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.3-liter 4 turbo (300 hp); 3.0-liter V6 turbo (365 hp); 3.0-liter V6 turbo (400 hp); 3.3-liter V6 hybrid (318 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 199 |
| Width (in.) | 79 |
| Height (in.) | 70 |
| Wheelbase (in.) | 119 |
| Weight (lb.) | 4,565 |
| % Weight Front/Rear | 51/49 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,255 |
| Cargo Volume, cu.ft. | 44.5 |
| Towing Capacity (lb.) | 5,600 |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 21 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 78 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↓ | ↑ | ↑ |
| Paint/Trim | ↓ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↓ | ↑ | ↑ |
| In-Car Electronics | ↓ | ↓ | ↑ |
| USED CAR VERDICTS | | | |
| | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | | | |
| | Worse than average | | ↓ |

Ford F-150



Ford's big-selling pickup truck has an all-aluminum body, which saves about 700 pounds over its steel-bodied predecessor. Engine choices include a variety of V6s and a 5.0-liter V8. The 2.7-liter and 3.5-liter turbo V6s and the V8 are teamed with a 10-speed automatic transmission. Both turbo V6s are quiet and effortless, lending themselves to towing. Fuel economy is commendable. In our tests, the 2.7 got 19 mpg overall. The 2.7 is also surprisingly quick from 0 to 60 mph. A diesel engine is also available. The cabin is very quiet, but the ride is stiff and jittery. Handling is ponderous but ultimately secure. We recommend getting the optional Sync 3 infotainment system. Forward collision warning and automatic emergency braking are standard.



Base Price: \$28,495-\$70,910
Body Styles: crew cab; extended cab; regular cab
Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 3 front, 3 rear
Engines: 2.7-liter V6 turbo (325 hp); 3.0-liter V6 turbodiesel (250 hp); 3.3-liter V6 (290 hp); 3.5-liter V6 turbo (375, 450 hp); 5.0-liter V8 (395 hp)
Transmissions: 6-speed automatic; 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|--------|
| Length (in.) | 232 |
| Width (in.) | 80 |
| Height (in.) | 77 |
| Wheelbase (in.) | 145 |
| Weight (lb.) | 5,065 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,515 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 12,700 |
| Fuel | |
| Regular or diesel | |
| CR Overall mpg | 19 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 74 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↓ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↓ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↓ | ↑ | ↑ |
| In-Car Electronics | ↓ | ↓ | ↓ |
| USED CAR VERDICTS | | | |
| | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | | | |
| | Much worse than average | | ↓ |

Ford Fusion



✓ The Fusion is a delight to drive, with a supple ride and nimble handling reminiscent of a European sports sedan. Taut and agile cornering make it fun to drive. The ride is steady and controlled and the cabin is quiet. All trim levels feel solid and upscale and the cabin is well-finished. We found the optional leather seats to be more supportive than the cloth ones, and the rear seat is somewhat snug. The 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive outright acceleration or fuel economy. We found the Sync3 infotainment system is easy to use. The Fusion comes standard with safety features as part of the Ford Co-Pilot360 suite. Updates to the plug-in hybrid version include an extension of the electric-only range.



Base Price: \$23,170-\$37,000
Body Styles: sedan
Trim Lines: Energi Titanium, Hybrid SE, Hybrid SEL, Hybrid Titanium, S, SE, SEL, Titanium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (175 hp)
Transmissions: 6-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.)192
Width (in.)73
Height (in.)58
Wheelbase (in.)112
Weight (lb.)3,505
% Weight Front/Rear59/41
Cargo Measurement
Max. Load (lb.)850
Cargo Volume, cu.ft.16
Towing Capacity (lb.)1,000
Fuel
Regular
CR Overall mpg22-39

| OVERALL SCORE | 71-73 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 80-83 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | I | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | I | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | ^ | ^ |
| In-Car Electronics | ^ | ^ | ^ |
| USED CAR VERDICTS | ^ | I | I |
| NEW CAR PREDICTION | Average | I | |

Ford Mustang



✓ The Ford Mustang, especially in its V8-powered GT form, gives a thrilling driving experience yet can also serve as a reasonable daily driver. And that V8 delivers a throaty and satisfying burble. The available turbocharged 2.3-liter four-cylinder is less fun, with an unexciting power delivery. Handling is balanced and controlled, and the ride is taut. The front seats are superbly supportive, but they lack a power-recline feature. As for the rear seats, there's room for groceries but little else. Recent updates included revised powertrains and additional high-tech options. The high-performance GT350 handles and sounds the part and is suitable for track driving. A suite of advanced safety features is offered, including forward collision warning with pedestrian detection, lane departure warning, and lane keeping assistance.



Base Price: \$26,670-\$70,300
Body Styles: convertible; coupe
Trim Lines: Base, Bullitt, GT, GT Premium, Premium, Shelby GT350, Shelby GT350R, Shelby GT500
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.3-liter 4 turbo (310, 330 hp); 5.0-liter V8 (460, 475 hp); 5.2-liter V8 (526 hp); 5.2-liter V8 supercharged (760 hp)
Transmissions: 10-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions
Length (in.)188
Width (in.)75
Height (in.)54
Wheelbase (in.)107
Weight (lb.)3,845
% Weight Front/Rear54/46
Cargo Measurement
Max. Load (lb.)670
Cargo Volume, cu.ft.14
Towing Capacity (lb.)1,000
Fuel
Regular
CR Overall mpg19-25

| OVERALL SCORE | 66-72 |
|-----------------------|-------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 76-84 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | I | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | ^ | ^ |
| In-Car Electronics | ^ | ^ | ^ |
| USED CAR VERDICTS | ^ | I | I |
| NEW CAR PREDICTION | Average | I | |

Ford Ranger



✓ Ford brought back the Ranger name with a redesigned compact truck that combines modern elements with some primitive execution. The Ranger offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds, the engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It's hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab. The FX4 off-road package adds skid plates, upgraded tires, and off-road-tuned suspension. Automatic emergency braking is standard.



Base Price: \$24,110-\$38,675
Body Styles: crew cab; extended cab
Trim Lines: Lariat, XL, XLT
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.3-liter 4 turbo (270 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 211 |
| Width (in.) | 73 |
| Height (in.) | 72 |
| Wheelbase (in.) | 127 |
| Weight (lb.) | 4,505 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,460 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 7,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 20 |

| OVERALL SCORE | |
|-----------------------|-------|
| Predicted Reliability | 65 |
| Owner Satisfaction | |
| Road-Test Score | 55 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | |

Genesis G70



✓ The Genesis G70 sport sedan has a standard 252-hp turbo four-cylinder engine that is energetic, but its acceleration time is among the slowest in the class. We got 23 mpg in our all-wheel-drive version, which isn't particularly good. The uplevel 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, its braking distances were long on wet and dry pavement. The car is quiet, and the interior is well-put-together. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the tight backseat. An easy-to-use infotainment system screen dominates the center of the dashboard and is compatible with Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard.



Base Price: \$35,450-\$46,650
Body Styles: sedan
Trim Lines: Advanced, Design, Dynamic, Elite, Prestige, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic; 6-speed manual

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 184 |
| Width (in.) | 73 |
| Height (in.) | 55 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,770 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 905 |
| Cargo Volume, cu.ft. | 11 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 23 |

| OVERALL SCORE | |
|-----------------------|-------|
| Predicted Reliability | 82 |
| Owner Satisfaction | |
| Road-Test Score | 74 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much better than average | | |

Genesis G80



✓ The Genesis G80, previously known as the Hyundai Genesis, delivers just about every feature and luxury attribute a buyer could imagine for about \$10,000 less than its competitors. Offered with a smooth and refined 3.8-liter V6 or a potent V8, the G80 also has responsive handling and a comfortable ride, though some suspension noise at low speeds hurts that impression. Our tested all-wheel-drive V6 returned a competitive 20 mpg overall. The controls are refreshingly straightforward except for the gear selector. Rear-seat passengers are pampered with amenities, including seat heaters, and space is plentiful. Standard advanced safety features include forward collision warning with automatic emergency braking, and blind spot warning. A Sport version with a turbocharged 3.3-liter V6 is also available.



Base Price: \$42,550-\$60,000

Body Styles: sedan

Trim Lines: 3.3T Sport, 3.8, 5.0

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 turbo (365 hp); 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 197 |
| Width (in.) | 74 |
| Height (in.) | 58 |
| Wheelbase (in.) | 119 |
| Weight (lb.) | 4,530 |
| % Weight Front/Rear | 52/48 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 905 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|--------------------|----|
| Regular or premium | |
| CR Overall mpg | 20 |

| OVERALL SCORE | 89 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 89 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------------------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Genesis G90



✓ The flagship sedan from Hyundai's luxury brand, Genesis, is the G90. It features a 5.0-liter V8 or a 3.3-liter turbocharged V6, which is the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear- or all-wheel drive. The spacious cabin is decked out in soft materials and trimmed in wood and chrome, but has an understated look and feel. We like that the controls are user-friendly. The ride is cushy and cossetting, and the cabin is super-quiet. Handling is responsive though not sporty. As is typical for this oft-chauffeur-driven class, the back-seat is really the place to be. Those in back even get controls in the rear armrest to manage audio and climate settings. A complete suite of advanced safety features is standard.



Base Price: \$72,200-\$78,200

Body Styles: sedan

Trim Lines: Premium, Ultimate

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 205 |
| Width (in.) | 75 |
| Height (in.) | 59 |
| Wheelbase (in.) | 124 |
| Weight (lb.) | 4,820 |
| % Weight Front/Rear | 53/47 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 880 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|--------------------|----|
| Regular or premium | |
| CR Overall mpg | 18 |

| OVERALL SCORE | 82 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 89 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬆ | * |
| Fuel System | ⬆ | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | ⬆ | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | ⬆ | ⬆ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | ⬆ | ⬆ | * |
| Noises/Leaks | ⬆ | ⬆ | * |
| Body Hardware | ⬆ | ⬆ | * |
| Power Equipment | ⬆ | ⬆ | * |
| In-Car Electronics | ⬆ | ⬆ | * |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Average ⬆ | | |

GMC Acadia



The Acadia is a very pleasant three-row SUV, particularly in the Denali trim. The ride is steady and composed, and handling is responsive. The smooth 3.6-liter V6 returned 19 mpg in our tests. A less powerful but still capable 2.5-liter four-cylinder is standard. A 230-hp turbocharged four-cylinder joins the ranks for 2020. All engines get a nine-speed automatic transmission. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use. However, the push-button gear selector introduced for 2020 is fussy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. Forward collision warning and automatic emergency braking are optional; blind spot warning and rear cross traffic warning are standard.



Base Price: \$29,800-\$48,300

Body Styles: 4-door SUV

Trim Lines: AT4, Denali, SL, SLE, SLT

Drive Wheels: Front, AWD

Seating: 2 front, 2 rear, 2 third

Engines: 2.0-liter 4 turbo (230 hp); 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 193 |
| Width (in.) | 75 |
| Height (in.) | 67 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 4,395 |
| % Weight Front/Rear | 57/43 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,585 |
| Cargo Volume, cu.ft. | 40.5 |
| Towing Capacity (lb.) | 4,000 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 19 |

| OVERALL SCORE | 70 |
|-----------------------|------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 83 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

GMC Canyon



GM's small pickups, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-sized trucks and are better equipped than their Nissan and Toyota competitors. In our tests, the V6 version got 18 mpg overall and the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. These small trucks offer optional forward collision warning and lane departure warning but not automatic emergency braking or blind spot warning. Updates for the 2020 model year include a new infotainment system and an available locking tailgate.



Base Price: \$22,200-\$44,300

Body Styles: crew cab; extended cab

Trim Lines: Base, Denali, SLE, SLT

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 212 |
| Width (in.) | 74 |
| Height (in.) | 79 |
| Wheelbase (in.) | 128 |
| Weight (lb.) | 4,500 |
| % Weight Front/Rear | 57/43 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,555 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 7,000 |

Fuel

| | |
|-------------------|-------|
| Regular or diesel | |
| CR Overall mpg | 18-24 |

| OVERALL SCORE | 36-37 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 60-61 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | |

GMC Sierra 1500



The Sierra is essentially a Chevrolet Silverado. Power delivery is smooth and responsive, and fuel economy is 17 mpg overall for the 5.3-liter V8 engine crew-cab four-wheel-drive version. A new 3.0-liter turbodiesel six-cylinder engine got an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Helpful options include a power liftgate that can be opened using the key fob, a tailgate that can be configured into a workbench, and power running boards that can shift back to help reach the bed. The luxurious Denali version has a 6.2-liter V8 mated to a 10-speed automatic. Blind spot warning and automatic emergency braking are optional.



Base Price: \$29,600-\$58,500

Body Styles: crew cab; extended cab; regular cab

Trim Lines: AT4, Base, Denali, Elevation, SLE, SLT

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 2.7-liter 4 turbo (310 hp); 3.0-liter 6 turbodiesel (277 hp); 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)

Transmissions: 6-speed automatic; 8-speed automatic; 10-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 232
Width (in.) 81
Height (in.) 76
Wheelbase (in.) 147
Weight (lb.) 5,130
% Weight Front/Rear 59/41

Cargo Measurement

Max. Load (lb.) 1,940
Cargo Volume, cu.ft. NA
Towing Capacity (lb.) 12,100

Fuel

Regular or diesel
CR Overall mpg 17-23

| OVERALL SCORE | 54-55 |
|-----------------------|-------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 76-78 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬇️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬇️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬇️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬆️ | ⬇️ |
| USED CAR VERDICTS | ⬇️ | ⬇️ | ⬇️ |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

GMC Terrain



The Terrain is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The base engine is a lackluster 1.5-liter turbo four-cylinder. The uplevel choice is a significantly stronger 2.0-liter turbo mated to a nine-speed automatic that's neither the swiftest nor the smoothest. The Terrain's gear selector is controlled by unintuitive-to-operate dash-mounted push buttons. The infotainment system is one of the easier ones to use. Starting with the 2020 model year, forward collision warning, city-speed automatic emergency braking, lane departure warning, and lane keeping assistance are standard on all trim lines.



Base Price: \$25,000-\$39,900

Body Styles: 4-door SUV

Trim Lines: Denali, SL, SLE, SLT

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (170 hp); 2.0-liter 4 turbo (252 hp)

Transmissions: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 182
Width (in.) 72
Height (in.) 65
Wheelbase (in.) 107
Weight (lb.) 3,800
% Weight Front/Rear 58/42

Cargo Measurement

Max. Load (lb.) 985
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 3,500

Fuel

Regular
CR Overall mpg 22

| OVERALL SCORE | 69 |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 67 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬇️ | ⬇️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Better than average | | ⬆️ |

GMC Yukon



This near-twin version of the Chevrolet Tahoe uses a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, though the magnetic ride suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine that comes on the Denali is also a meaningful upgrade, but it raises the price considerably. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Just as in the Tahoe, the third-row seat is low and tiny. Automatic emergency braking, blind spot warning, and lane keeping assistance are optional. A redesigned Yukon arrives this summer.



Base Price: \$50,600-\$70,700
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 204 |
| Width (in.) | 81 |
| Height (in.) | 74 |
| Wheelbase (in.) | 116 |
| Weight (lb.) | 5,635 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,580 |
| Cargo Volume, cu.ft. | 47.5 |
| Towing Capacity (lb.) | 8,200 |
| Fuel | |
| Regular | |
| CR Overall mpg | 16 |

| OVERALL SCORE | |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 67 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|----|---------------------|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | | ⬆ | ⬆ |
| NEW CAR PREDICTION | | Better than average | ⬆ |

GMC Yukon XL



This truck-based SUV is similar to the Chevrolet Suburban. The third-row seat in the XL is a bit roomier than the one in the shorter GMC Yukon, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and a six-speed automatic that returns 16 mpg and feels slightly sluggish. It's too bad that buyers have to opt for the expensive Denali version to get the magnetic ride suspension, which improves ride comfort and handling response. The 6.2-liter engine on the Denali is also a meaningful upgrade, but it significantly increases the price. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Lane keeping assistance and Apple CarPlay capability are available. A redesigned Yukon XL arrives this summer.



Base Price: \$53,400-\$73,500
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear, AWD, 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 224 |
| Width (in.) | 81 |
| Height (in.) | 74 |
| Wheelbase (in.) | 130 |
| Weight (lb.) | 5,945 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,455 |
| Cargo Volume, cu.ft. | 62.5 |
| Towing Capacity (lb.) | 8,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 16 |

| OVERALL SCORE | |
|-----------------------|------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 67 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|----|---------|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | | ⬆ | ⬆ |
| NEW CAR PREDICTION | | Average | ⬆ |

Honda Accord



✓ The Accord is available with a choice of two turbocharged, four-cylinder engines. The base version is a new 192-hp, 1.5-liter mated to a continuously variable transmission, a combination that is mostly unobtrusive and delivers adequate power. The uplevel turbocharged 2.0-liter brings 252 hp and a slick 10-speed automatic transmission but features an unintuitive push-button gear selector. The Hybrid gets an impressive 47 mpg overall without sacrificing acceleration or trunk space. The new infotainment system is a big improvement and includes knobs for tuning and volume adjustment. Handling is responsive, and the ride is comfortable. Standard safety equipment includes forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance.



Base Price: \$24,020-\$36,250

Body Styles: sedan

Trim Lines: EX, EX-L, Hybrid, LX, Sport, Touring

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (192 hp); 2.0-liter 4 hybrid (212 hp); 2.0-liter 4 turbo (252 hp)

Transmissions: 10-speed automatic; 6-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.) 192
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,155
% Weight Front/Rear 61/39

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) 1,000

Fuel

Regular
CR Overall mpg 31-47

| OVERALL SCORE | 82 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 89 |
| Crash Prevention | Std./^ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | I | ^ | ^ |
| In-Car Electronics | I | ^ | I |
| USED CAR VERDICTS | ^ | I | I |
| NEW CAR PREDICTION | Average I | | |

Honda Civic



✓ The Civic is a substantial and capable compact car. The base 2.0-liter engine and optional 1.5-liter turbo deliver good fuel economy, with the turbo bringing more oomph and readily available power. The continuously variable transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, because of the car's low stance, occupants must do the limbo to get in and out. We found Honda's infotainment system to be unintuitive on most trims. The Si version is a performance bargain. The 306-hp Type-R is a track-ready, high-performance version. For 2020 all Civic trims come standard with forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance.



Base Price: \$20,650-\$35,700

Body Styles: 4-door hatchback; coupe; sedan

Trim Lines: EX, EX-L, EX-T, LX, Si,

Sport, Sport Touring, Touring, Type R

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.5-liter 4 turbo (174, 180 hp); 1.5-liter 4 turbo (205 hp); 2.0-liter 4 (158 hp); 2.0-liter 4 turbo (306 hp)

Transmissions: 6-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.) 182
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 2,745
% Weight Front/Rear 61/39

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) NR

Fuel

Regular or premium
CR Overall mpg 31-34

| OVERALL SCORE | 71-73 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 74-76 |
| Crash Prevention | Std./^ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | ^ | ^ |
| In-Car Electronics | ^ | ^ | ^ |
| USED CAR VERDICTS | I | I | I |
| NEW CAR PREDICTION | Average I | | |

Honda Clarity



The Clarity comes in three versions: an electric, a plug-in hybrid, and one powered by hydrogen. The plug-in hybrid is the most practical version and has a 48-mile all-electric range before the gas engine kicks in. It takes 2.5 hours to recharge with a 240-volt charger or 12 hours on 120 volts. The car works well in electric-only mode, but in hybrid mode the engine makes a loud ruckus. The ride is comfortable, but its handling is rather clumsy. The cabin is roomy, but the front seats are uncomfortable because of their short bottom cushion and lack of lower back support. Forward collision warning and automatic emergency braking are standard, but there is no true blind spot warning system that covers both sides. The Clarity also uses Honda’s unintuitive push-button gear selector. The electric version has a short EPA-rated range of 89 miles.



Base Price: \$33,400–\$58,490
Body Styles: sedan
Trim Lines: Electric, Fuel Cell, Plug-in, Plug-in Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (161 hp); Electric (174 hp); 1.5-liter 4 hybrid (212 hp)
Transmissions: CVT; 1-speed direct

FACTS & FIGURES

Exterior Dimensions
 Length (in.)193
 Width (in.)74
 Height (in.)58
 Wheelbase (in.)108
 Weight (lb.)4,045
 % Weight Front/Rear 57/43
Cargo Measurement
 Max. Load (lb.) 850
 Cargo Volume, cu.ft. 16
 Towing Capacity (lb.) NR
Fuel
 Regular or electric or hydrogen
 CR Overall mpg39

| OVERALL SCORE | 78 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 74 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | | * |
| Engine, Minor | * | | * |
| Engine Cooling | * | | * |
| Transmission, Major | * | | * |
| Transmission, Minor | * | | * |
| Drive System | * | | * |
| Fuel System | * | | * |
| Electrical | * | | * |
| Climate System | * | | * |
| Suspension | * | | * |
| Brakes | * | | * |
| Exhaust | * | | * |
| Paint/Trim | * | | * |
| Noises/Leaks | * | | * |
| Body Hardware | * | | * |
| Power Equipment | * | | * |
| In-Car Electronics | * | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much better than average | | |

Honda CR-V



The CR-V is one of the better models among small SUVs, thanks to its roomy cabin, good fuel economy, competent handling and standard safety features. The 190-hp, 1.5-liter turbo provides ample power even at low to mid revs. The continuously variable transmission is largely unobtrusive. Fuel economy is impressive at 28 mpg overall. Handling is nimble and sure-footed. Although the ride has a firm edge, it’s still comfortable. Road noise is well-suppressed, and the cabin is reasonably quiet. The interior is very roomy, particularly the rear seat, and access is easy. Note that the seats in the base LX are less supportive. EX and above trims get a standard 7-inch touch-screen infotainment system with Android Auto and Apple CarPlay compatibility. For 2020, a hybrid version joins the line, and Honda’s suite of advanced safety features is standard.



Base Price: \$25,050–\$34,750
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, Hybrid, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (190 hp); 2.0-liter 4 hybrid (212 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 181
 Width (in.)73
 Height (in.)67
 Wheelbase (in.)105
 Weight (lb.)3,450
 % Weight Front/Rear58/42
Cargo Measurement
 Max. Load (lb.) 850
 Cargo Volume, cu.ft. 36
 Towing Capacity (lb.) 1,500
Fuel
 Regular
 CR Overall mpg28

| OVERALL SCORE | 77 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 82 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Honda Fit



✓ The Honda Fit subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multiconfigurable seating, the Fit delivers versatility similar to that of a small SUV. The Fit gets great fuel economy, at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters; the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren’t very comfortable. The Fit’s recent freshening added the Honda Sensing suite of advanced safety features.



Base Price: \$16,190-\$20,620
Body Styles: 4-door hatchback
Trim Lines: EX, EX-L, LX, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (128 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 161 |
| Width (in.) | 67 |
| Height (in.) | 60 |
| Wheelbase (in.) | 99 |
| Weight (lb.) | 2,625 |
| % Weight Front/Rear | 62/38 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 17 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 33 |

| OVERALL SCORE | 71 |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 67 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Honda HR-V



Based on the Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is loud and the ride is stiff. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the continuously variable transmission. The Honda’s strengths include its excellent 29 mpg overall, very flexible interior, and generous rear-seat and cargo room. The front seats are short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry. The EX is the best choice because it comes with advanced safety features and Android Auto and Apple CarPlay compatibility.



Base Price: \$20,820-\$28,890
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 169 |
| Width (in.) | 70 |
| Height (in.) | 63 |
| Wheelbase (in.) | 103 |
| Weight (lb.) | 3,045 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 32 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 29 |

| OVERALL SCORE | 66 |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 66 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Honda Insight



✓ The Insight is our fuel-economy champ among cars that don't have to be plugged in, thanks to its 54 mpg overall in our tests, which is 2 mpg better than the Toyota Prius. Based on the Civic sedan, the Insight has the same strengths and weaknesses. The ride is comfortable, its handling is secure but mundane, and the rear seat is relatively roomy. But the Insight suffers from a very low stance, which makes it tough to get in and out. The driver's seat is short on lower back support, and the controls are somewhat tricky, including the push-button gear selector. The car can loaf around on electric power alone at very low speeds, but when the gas engine awakens as more power is needed, it's loud. Standard advanced safety systems include forward collision warning and automatic emergency braking, but there's no proper blind spot warning system.



Base Price: \$22,930-\$28,340
Body Styles: sedan
Trim Lines: EX, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (151 hp)
Transmissions: CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 184 |
| Width (in.) | 72 |
| Height (in.) | 56 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 2,975 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 950 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 54 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 73 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | | |
|---------------------|---------------------|----|----|----|
| TROUBLE SPOTS | | | | |
| | | 17 | 18 | 19 |
| Engine, Major | | | | ⬆️ |
| Engine, Minor | | | | ⬆️ |
| Engine Cooling | | | | ⬆️ |
| Transmission, Major | | | | ⬆️ |
| Transmission, Minor | | | | ⬆️ |
| Drive System | | | | ⬆️ |
| Fuel System | | | | ⬆️ |
| Electrical | | | | ⬆️ |
| Climate System | | | | ⬆️ |
| Suspension | | | | ⬆️ |
| Brakes | | | | ⬆️ |
| Exhaust | | | | ⬆️ |
| Paint/Trim | | | | ⬆️ |
| Noises/Leaks | | | | ⬆️ |
| Body Hardware | | | | ⬆️ |
| Power Equipment | | | | ⬆️ |
| In-Car Electronics | | | | ⬇️ |
| USED CAR VERDICTS | | | | ⬆️ |
| NEW CAR PREDICTION | Better than average | | | ⬆️ |

Honda Odyssey



The Odyssey packs in refinement, quietness, fuel economy, and a relatively intuitive infotainment system. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. Several connectivity and storage features keep the entire family happy. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed transmission. The engine is smooth, punchy, and hushed, but there is no all-wheel-drive option. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to. The optional 8-inch infotainment touch screen is easier to use than the previous offering, but it can still be distracting. Advanced safety systems aren't available on the base LX trim. They are standard on all other Odyssey trims.



Base Price: \$30,790-\$47,420
Body Styles: minivan
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 203 |
| Width (in.) | 79 |
| Height (in.) | 68 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 4,490 |
| % Weight Front/Rear | 55/45 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,340 |
| Cargo Volume, cu.ft. | 71.5 |
| Towing Capacity (lb.) | 3,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 22 |

| OVERALL SCORE | |
|-----------------------|------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 85 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬇️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬇️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬇️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬇️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬇️ | ⬆️ |
| Power Equipment | ⬇️ | ⬇️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬇️ | ⬇️ |
| USED CAR VERDICTS | ⬇️ | ⬇️ | ⬇️ |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Honda Passport



The Passport is a shorter, five-seat version of Honda’s Pilot SUV. They share a platform and the same smooth, refined 3.5-liter V6 engine and nine-speed automatic transmission. We measured 21 mpg overall. The five-seat, midsize Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot’s ride, we found the Passport’s ride to be rather stiff, but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use at first. The interior is roomy and full of handy storage places. Forward collision warning and automatic emergency braking are standard, but blind spot warning comes only on more expensive trims.



Base Price: \$31,990-\$43,780
Body Styles: 4-door SUV
Trim Lines: Elite, EX-L, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 191 |
| Width (in.) | 79 |
| Height (in.) | 72 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 4,170 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 950 |
| Cargo Volume, cu.ft. | 39 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 21 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 59 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 79 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|-------------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | ⬆️ |
| Engine, Minor | | | ⬆️ |
| Engine Cooling | | | ⬆️ |
| Transmission, Major | | | ⬆️ |
| Transmission, Minor | | | ⬆️ |
| Drive System | | | ⬆️ |
| Fuel System | | | ⬆️ |
| Electrical | | | ⬆️ |
| Climate System | | | ⬇️ |
| Suspension | | | ⬆️ |
| Brakes | | | ⬆️ |
| Exhaust | | | ⬆️ |
| Paint/Trim | | | ⬇️ |
| Noises/Leaks | | | ⬇️ |
| Body Hardware | | | ⬆️ |
| Power Equipment | | | ⬆️ |
| In-Car Electronics | | | ⬇️ |
| USED CAR VERDICTS | | | ⬇️ |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Honda Pilot



✓ The Pilot is quick, comfortable, and refined, but it’s not exactly a joy to drive. Its three-row seating configuration, roomy cabin, and abundant interior storage make it an extremely functional vehicle. Power comes from a slick 3.5-liter V6 rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride to be comfortable but the handling is ungainly. The touch-screen infotainment system is frustrating to use. Touring and Elite trims get a nine-speed transmission that doesn’t shift very smoothly and features a push-button gear selector that takes getting used to. All Pilots come standard with forward collision warning, automatic emergency braking, and lane keeping assistance.



Base Price: \$31,650-\$49,720
Body Styles: 4-door SUV
Trim Lines: Black Edition, Elite, EX, EX-L, LX, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 197 |
| Width (in.) | 79 |
| Height (in.) | 71 |
| Wheelbase (in.) | 110 |
| Weight (lb.) | 4,280 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,340 |
| Cargo Volume, cu.ft. | 48 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 20 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 75 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 80 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬇️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬇️ | ⬇️ |
| USED CAR VERDICTS | ⬇️ | ⬆️ | ⬇️ |
| NEW CAR PREDICTION | Average | | ⬇️ |

Honda Ridgeline



✓ Honda’s smart pickup is built on the same platform as the Honda Pilot. Unlike other trucks, it has a unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests, the best of any nondiesel pickup. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel-drive versions are available. Ride and handling are more refined than in conventional pickup trucks, and the cabin is quiet. The infotainment system is rather tricky to use. Updates for 2020 include a new nine-speed automatic transmission, standard forward collision warning and automatic emergency braking, and standard Android Auto and Apple CarPlay compatibility.



Base Price: \$33,900–\$43,520
Body Styles: crew cab
Trim Lines: Black Edition, RTL, RTL-E, Sport
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)210
 Width (in.)79
 Height (in.)71
 Wheelbase (in.)125
 Weight (lb.) 4,415
 % Weight Front/Rear58/42
Cargo Measurement
 Max. Load (lb.) 1,325
 Cargo Volume, cu.ft. NA
 Towing Capacity (lb.)5,000
Fuel
 Regular
 CR Overall mpg20

| OVERALL SCORE | 76 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 83 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Hyundai Accent



The Accent is bare-bones transportation and suffers from many of the shortcomings common among subcompacts. Its 1.6-liter four-cylinder engine returned 33 mpg overall in our tests. That is good, but many larger, more substantial compact cars can match that. The engine sounds coarse under hard acceleration. The stiff ride doesn’t do much to soften bumps and ruts, and road noise fills the cabin. The basic interior features easy-to-use controls. We found the seats to be short on support, and the backseat is tight. Advanced safety features come only on the top Limited trim, which is priced like a compact car, and undermine the reason to buy a subcompact. For 2020 the Accent gets a continuously variable transmission, which Hyundai claims will improve fuel economy.



Base Price: \$15,295–\$19,400
Body Styles: sedan
Trim Lines: Limited, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (120 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions
 Length (in.)173
 Width (in.)68
 Height (in.)57
 Wheelbase (in.)102
 Weight (lb.) 2,625
 % Weight Front/Rear 61/39
Cargo Measurement
 Max. Load (lb.) 850
 Cargo Volume, cu.ft. 14
 Towing Capacity (lb.) NR
Fuel
 Regular
 CR Overall mpg33

| OVERALL SCORE | 63 |
|-----------------------|------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 64 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Hyundai Elantra



✓ The Elantra is relatively roomy, is sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests with the six-speed automatic. It now has a continuously variable automatic that mimics a conventional transmission quite well. The Eco version feels more responsive but comes at a nearly \$3,000 price premium. Although handling is secure, there isn't much driving excitement. The ride is fine but nothing special. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. An available GT hatchback with taut, nimble handling is quite different from the sedan. Changes for 2020 include standard active safety features including automatic emergency braking and forward collision warning.



Base Price: \$19,150-\$24,600

Body Styles: sedan

Trim Lines: Eco, Limited, SE, SEL, Sport, Value Edition

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.4-liter 4 turbo (128 hp); 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)

Transmissions: 7-speed sequential; CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 182 |
| Width (in.) | 71 |
| Height (in.) | 57 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 2,865 |
| % Weight Front/Rear | 62/38 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 14 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 33 |

| OVERALL SCORE | 67 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 66 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------------------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Hyundai Ioniq



The Ioniq is the first direct challenger to the Toyota Prius. Evoking the Prius silhouette and hatchback configuration, the Ioniq hybrid matches it as a fuel-sipper, with 52 mpg overall. Power comes from a 1.6-liter four-cylinder engine, which, paired with the electric drive, puts out a combined 139 hp. The six-speed dual-clutch transmission isn't the smoothest, and there's some delay off the line. Like other hybrids, it can drive on electric power at low speeds. Handling lacks agility, and the ride is a bit unsettled but unobjectionable. Our SEL had unusually long stopping distances. Android Auto and Apple CarPlay compatibility is standard. Plug-in and fully electric versions are also available. A number of safety features, including forward collision warning and automatic emergency braking, are standard for 2020.



Base Price: \$23,200-\$38,615

Body Styles: 4-door hatchback

Trim Lines: Blue, Electric, Limited, Plug-in Hybrid, SE, SEL

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (134 hp); 1.6-liter 4 hybrid (139 hp); 1.6-liter 4 electric (156 hp)

Transmissions: 6-speed sequential; 1-speed direct

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 176 |
| Width (in.) | 72 |
| Height (in.) | 57 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 3,070 |
| % Weight Front/Rear | 61/39 |

Cargo Measurement

| | |
|-----------------------|------|
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 19.5 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|---------------------|----|
| Regular or electric | |
| CR Overall mpg | 52 |

| OVERALL SCORE | 71 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 67 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------------------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Hyundai Kona



✓ The Hyundai Kona is one of the better subcompact SUVs. It competes with the Honda HR-V, Mazda CX-3, and the like. The base 2.0-liter engine is adequate around town but can feel sluggish at times. We got 26 mpg with it in our all-wheel-drive Kona. The uplevel 1.6-liter turbo is more powerful, but power delivery is neither as smooth nor as predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud with road and engine noise. The controls are super-easy to use. Safety features include standard forward collision warning with automatic emergency braking, and optional blind spot warning, rear cross traffic warning, and driver monitoring. An electric Kona is also available, and has an EPA-estimated range of 258 miles.



Base Price: \$20,300-\$45,400
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL, SEL Plus, Ultimate
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: Electric (201 hp); 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 7-speed sequential; 1-speed direct

FACTS & FIGURES

Exterior Dimensions
Length (in.)164
Width (in.)71
Height (in.)61
Wheelbase (in.)102
Weight (lb.)3,145
% Weight Front/Rear 60/40
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 22.5
Towing Capacity (lb.) NR
Fuel
Regular or electric
CR Overall mpg26

| OVERALL SCORE | | 78 |
|-----------------------|--|---------|
| Predicted Reliability | | ⬆️ |
| Owner Satisfaction | | ⬆️ |
| Road-Test Score | | 71 |
| Crash Prevention | | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | ⬆️ | ⬆️ |
| Engine, Minor | | ⬆️ | ⬆️ |
| Engine Cooling | | ⬆️ | ⬆️ |
| Transmission, Major | | ⬆️ | ⬆️ |
| Transmission, Minor | | ⬆️ | ⬆️ |
| Drive System | | ⬆️ | ⬆️ |
| Fuel System | | ⬆️ | ⬆️ |
| Electrical | | ⬆️ | ⬆️ |
| Climate System | | ⬆️ | ⬆️ |
| Suspension | | ⬆️ | ⬆️ |
| Brakes | | ⬆️ | ⬆️ |
| Exhaust | | ⬆️ | ⬆️ |
| Paint/Trim | | ⬆️ | ⬆️ |
| Noises/Leaks | | ⬆️ | ⬆️ |
| Body Hardware | | ⬆️ | ⬆️ |
| Power Equipment | | ⬆️ | ⬆️ |
| In-Car Electronics | | ⬆️ | ⬆️ |
| USED CAR VERDICTS | | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Much better than average | | ⬆️ |

Hyundai Palisade



✓ The all-new Hyundai Palisade three-row midsize SUV can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic transmission. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touch screen for the infotainment system. Several advanced safety systems come standard, including forward collision warning, automatic emergency braking with pedestrian detection, lane keeping assistance, driver monitoring, and rear occupant alert.



Base Price: \$31,775-\$46,625
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.8-liter V6 (291 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)196
Width (in.)78
Height (in.)69
Wheelbase (in.) 114
Weight (lb.) 4,395
% Weight Front/Rear56/44
Cargo Measurement
Max. Load (lb.) 1,175
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.)5,000
Fuel
Regular
CR Overall mpg 21

| OVERALL SCORE | | 87 |
|-----------------------|--|---------|
| Predicted Reliability | | ⬆️ |
| Owner Satisfaction | | ⬆️ |
| Road-Test Score | | 88 |
| Crash Prevention | | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ⬆️ |

Hyundai Santa Fe



✓ The midsize Santa Fe is a compelling choice priced close to certain top-trim compact SUVs. It's available with a 2.4-liter four-cylinder engine or a more powerful 2.0-liter turbo four-cylinder. The turbo returned just 21 mpg overall in our tests and suffers from an uneven power delivery, either hesitating or abruptly launching the SUV forward. We think the 2.4-liter is a better choice. The Hyundai has composed handling and responsive steering, but the ride skews firm. Only mild engine noise penetrates the otherwise quiet cabin. The controls are clear and easy to master, particularly the quick-to-respond infotainment system. There is plenty of headroom and legroom, and the seats are comfortable and supportive. Rear-seat room is very generous. Standard safety systems include forward collision warning and automatic emergency braking.



Base Price: \$26,125-\$39,425

Body Styles: 4-door SUV

Trim Lines: Limited, SE, SEL, SEL Plus, Ultimate

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (235 hp); 2.4-liter 4 (185 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 188 |
| Width (in.) | 74 |
| Height (in.) | 66 |
| Wheelbase (in.) | 109 |
| Weight (lb.) | 4,015 |
| % Weight Front/Rear | 57/43 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 860 |
| Cargo Volume, cu.ft. | 35.5 |
| Towing Capacity (lb.) | 3,500 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 21 |

| OVERALL SCORE | 78 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 80 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Average | ⬆️ | ⬆️ |

Hyundai Sonata



✓ The redesigned Sonata returns to a sleek, coupe-like silhouette. The standard 191-hp, 2.5-liter four-cylinder is coupled to an eight-speed automatic and provides unobtrusive, linear power. The uplevel 180-hp, turbocharged 1.6-liter engine provides readily available power at lower revs. Handling is responsive but the ride is rather stiff. Rear seat room is decent but access is compromised due to the low stance. The cabin looks modern, but the pushbutton gear selector is unintuitive. An 8-inch touch screen comes standard and is easy to use. A larger screen comes on high-end versions but that eliminates the radio's tuning knob. Standard advanced safety features include forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assist. A 2.0-liter four-cylinder hybrid is also available.



Base Price: \$23,600-\$33,500

Body Styles: sedan

Trim Lines: Blue, Limited, SE, SEL, SEL Plus

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 turbo (180 hp); 2.0-liter 4 hybrid (192 hp); 2.5-liter 4 (191 hp)

Transmissions: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 193 |
| Width (in.) | 73 |
| Height (in.) | 57 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,175 |
| % Weight Front/Rear | 62/38 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 905 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 31 |

| OVERALL SCORE | 77 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 81 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Average | ⬆️ | ⬆️ |

Hyundai Tucson



The Tucson got a freshening for 2019, and it has done a lot of good. The uplevel 2.4-liter engine is responsive and pleasant, but it's not fuel-efficient at 22 mpg overall. The base 2.0-liter engine is underpowered and noisy. Thankfully, the 1.6-liter turbo and the clunky transmission that came with it are gone. Ride comfort is agreeable, with decent bump absorption. Handling is responsive and secure, and noise suppression is par for the course. Interior fit and finish is rather basic. Most versions come with a power driver seat, a plus. The Tucson is quite roomy for a compact SUV, and rear-seat room is decent. The touch screen packs an easy-to-use infotainment system. Forward collision warning, automatic emergency braking, and lane keeping assistance became standard.



Base Price: \$23,550-\$33,300
Body Styles: 4-door SUV
Trim Lines: Limited, Night, SE, SEL, Sport, Ultimate, Value
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (164 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 176 |
| Width (in.) | 73 |
| Height (in.) | 65 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,520 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 970 |
| Cargo Volume, cu.ft. | 29.5 |
| Towing Capacity (lb.) | 1,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 22-24 |

| OVERALL SCORE | 67-68 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ↓ |
| Road-Test Score | 75-76 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↓ | I | ↑ |
| Drive System | I | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↓ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↑ | ↑ |
| In-Car Electronics | I | ↑ | ↑ |
| USED CAR VERDICTS | ↓ | I | ↑ |
| NEW CAR PREDICTION | Average I | | |

Hyundai Veloster



✓ The redesigned Veloster hatchback retains the original car's unusual three-door configuration, with a right-side rear door that allows access to the backseat. The base 2.0-liter engine isn't very exciting; the 1.6-liter turbo version fits this sporty coupe better. We got 29 mpg overall in our tested R-Spec trim with the slick manual transmission. Handling is nimble, with sporty versions exhibiting tenacious grip in sharp turns. The ride is very stiff, and the cabin is loud. The top high-performance version, the N trim, is more powerful and has upgraded suspension, steering, and brakes. The controls are easy to use, including the color touch-screen infotainment display. Forward collision warning and automatic emergency braking are standard, except in the N trim line.



Base Price: \$18,800-\$28,350
Body Styles: 3-door hatchback
Trim Lines: Base, N, Premium, Turbo, Turbo R-Spec, Turbo Ultimate
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 turbo (275 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 167 |
| Width (in.) | 71 |
| Height (in.) | 55 |
| Wheelbase (in.) | 104 |
| Weight (lb.) | 2,795 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 700 |
| Cargo Volume, cu.ft. | 20 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 29 |

| OVERALL SCORE | 80 |
|-----------------------|------|
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 83 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | | * |
| Engine, Minor | * | | * |
| Engine Cooling | * | | * |
| Transmission, Major | * | | * |
| Transmission, Minor | * | | * |
| Drive System | * | | * |
| Fuel System | * | | * |
| Electrical | * | | * |
| Climate System | * | | * |
| Suspension | * | | * |
| Brakes | * | | * |
| Exhaust | * | | * |
| Paint/Trim | * | | * |
| Noises/Leaks | * | | * |
| Body Hardware | * | | * |
| Power Equipment | * | | * |
| In-Car Electronics | * | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average ↑ | | |

Hyundai Venue



The tiny Venue fits in the Hyundai lineup beneath the Kona, and competes with the Nissan Kicks. It’s a tiny car but the boxy shape makes it feel roomier than one might think. As is the case with other subcompacts, the 121-hp, 1.6-liter four-cylinder engine is not overly powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is quite nimble and the car is extremely easy to park and maneuver. All-wheel drive is not offered. Android Auto and Apple CarPlay compatibility comes standard, as does an 8-inch touch screen. Heated front-seats are optional and buyers can opt for a white roof. The Venue touts a long list of standard advanced safety features, including forward collision warning, automatic emergency braking, and lane keeping assist. Blind spot warning and rear cross-traffic warning are optional.



Base Price: \$17,350-\$22,050
Body Styles: wagon
Trim Lines: Denim, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (121 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 159 |
| Width (in.) | 70 |
| Height (in.) | 62 |
| Wheelbase (in.) | 99 |
| Weight (lb.) | 2,645 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 840 |
| Cargo Volume, cu.ft. | 19 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 32 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 59 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | | | |
| Average | | | I |

Infiniti Q50



The Q50 is a competitive luxury sports sedan, available in rear- and all-wheel-drive configurations. The standard 300-hp turbocharged V6 engine is very punchy and, combined with the standard seven-speed automatic transmission, makes the Q50 quick --but to the detriment of fuel economy, which is 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and backseat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up a bit short, and the level of amenities is below the curve. Infiniti’s touch-screen infotainment system is slow and cumbersome to use, requiring multiple steps and extra distraction for simple tasks. A 400-hp turbo V6 is also available, as is a Q60 coupe version. Forward collision warning and automatic emergency braking are standard.



Base Price: \$36,400-\$56,250
Body Styles: sedan
Trim Lines: Edition 30, Luxe, Pure, Red Sport 400, Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (300 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 7-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 190 |
| Width (in.) | 72 |
| Height (in.) | 57 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,875 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 900 |
| Cargo Volume, cu.ft. | 14 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 22 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ^ |
| Owner Satisfaction | ^ |
| Road-Test Score | 85 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | I | ^ | * |
| Engine, Minor | I | ^ | * |
| Engine Cooling | ^ | ^ | * |
| Transmission, Major | ^ | ^ | * |
| Transmission, Minor | ^ | ^ | * |
| Drive System | ^ | ^ | * |
| Fuel System | ^ | ^ | * |
| Electrical | ^ | ^ | * |
| Climate System | I | ^ | * |
| Suspension | ^ | ^ | * |
| Brakes | ^ | ^ | * |
| Exhaust | ^ | ^ | * |
| Paint/Trim | ^ | ^ | * |
| Noises/Leaks | ^ | ^ | * |
| Body Hardware | ^ | ^ | * |
| Power Equipment | ^ | ^ | * |
| In-Car Electronics | ^ | ^ | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | | | |
| Worse than average | | | ^ |

Infiniti QX50



✓ The Infiniti QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Although the engine is supposed to deliver the power of a V6 and the fuel economy of a four-cylinder, and acceleration is competitive, we got just 22 mpg overall in our AWD test car. This trails most competitors. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster, but secure, handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's optional ProPilot Assist feature can keep the QX in its lane, and can maintain and adjust speed according to traffic. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are all standard.



Base Price: \$37,250-\$55,850
Body Styles: 4-door SUV
Trim Lines: Autograph, Edition 30, Essential, Luxe, Pure, Sensory
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp)
Transmissions: CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 185 |
| Width (in.) | 75 |
| Height (in.) | 66 |
| Wheelbase (in.) | 110 |
| Weight (lb.) | 4,155 |
| % Weight Front/Rear | 58/42 |
| Cargo Measurement | |
| Max. Load (lb.) | 860 |
| Cargo Volume, cu.ft. | 30.5 |
| Towing Capacity (lb.) | 3,000 |
| Fuel | |
| Premium | |
| CR Overall mpg | 22 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 75 |
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 77 |
| Crash Prevention | Std./↑ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | ↑ | * | ↑ |
| Engine, Minor | ↑ | * | ↑ |
| Engine Cooling | ↑ | * | ↑ |
| Transmission, Major | ↑ | * | ↑ |
| Transmission, Minor | ↑ | * | ↑ |
| Drive System | ↑ | * | ↑ |
| Fuel System | ↑ | * | ↑ |
| Electrical | ↑ | * | ↑ |
| Climate System | ↑ | * | ↑ |
| Suspension | ↑ | * | ↑ |
| Brakes | ↓ | * | ↑ |
| Exhaust | ↑ | * | ↑ |
| Paint/Trim | ↑ | * | ↑ |
| Noises/Leaks | ↑ | * | ↑ |
| Body Hardware | ↑ | * | ↑ |
| Power Equipment | ↑ | * | ↑ |
| In-Car Electronics | ↑ | * | ↓ |
| USED CAR VERDICTS | ↑ | | ↓ |
| NEW CAR PREDICTION | Average | | ↓ |

Infiniti QX60



✓ The midsize QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. It is based on the Nissan Pathfinder and has a comfortable ride, but handling lacks agility, making the QX feel rather soft and hesitant when taking corners. The Infiniti's 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned an unimpressive 19 mpg overall on premium fuel. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. A recent freshening included a bump in power and an increase in towing capacity. Forward collision warning, automatic emergency braking, and blind spot warning are now standard.



Base Price: \$44,350-\$48,150
Body Styles: 4-door SUV
Trim Lines: Luxe, Pure
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (295 hp)
Transmissions: CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 201 |
| Width (in.) | 77 |
| Height (in.) | 69 |
| Wheelbase (in.) | 114 |
| Weight (lb.) | 4,530 |
| % Weight Front/Rear | 55/45 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,150 |
| Cargo Volume, cu.ft. | 39 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Premium | |
| CR Overall mpg | 19 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 78 |
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 79 |
| Crash Prevention | Std./↑ |

| | | | |
|----------------------------|---------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↓ | ↑ | ↓ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↓ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↓ |
| Paint/Trim | ↑ | ↓ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↓ | ↑ | ↑ |
| In-Car Electronics | ↑ | ↑ | ↑ |
| USED CAR VERDICTS | ↑ | ↑ | ↓ |
| NEW CAR PREDICTION | Better than average | | ↑ |

Infiniti QX80



The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. The Nissan Armada is essentially the same vehicle but costs less. Forward collision warning and automatic emergency braking are standard. A rear-seat reminder system, lane departure warning, blind spot warning, and rear cross traffic warning are standard on all trim lines for the 2020 model year.



Base Price: \$66,750-\$91,450

Body Styles: 4-door SUV

Trim Lines: Edition 30, Limited, Luxe

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 3 third

Engines: 5.6-liter V8 (400 hp)

Transmissions: 7-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 210 |
| Width (in.) | 80 |
| Height (in.) | 76 |
| Wheelbase (in.) | 121 |
| Weight (lb.) | 5,990 |
| % Weight Front/Rear | 51/49 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,590 |
| Cargo Volume, cu.ft. | 49.5 |
| Towing Capacity (lb.) | 8,500 |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 15 |

| OVERALL SCORE | 67 |
|-----------------------|---------|
| Predicted Reliability | ⓘ |
| Owner Satisfaction | ✓ |
| Road-Test Score | 68 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ⓘ |

Jaguar E-Pace



The small E-Pace is stylish and nimble. All versions are powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic transmission and all-wheel drive. Power delivery is uneven: It's either lethargic or overly gushing. Fuel economy of 21 mpg overall is not stellar. Handling is agile, with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. Controls, including the touch-screen infotainment system, are a bit cumbersome but manageable. Visibility is wanting. Interior ambience is too ordinary and not befitting a car in this class. All 2020 models get standard Android Auto and Apple CarPlay compatibility. Forward collision warning, city-speed automatic emergency braking, and lane keeping assistance come standard. Driver assistance features, including adaptive cruise control and blind spot warning, are optional.



Base Price: \$39,950-\$52,950

Body Styles: 4-door SUV

Trim Lines: Base, HSE, R Dynamic, S, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (286 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 173 |
| Width (in.) | 82 |
| Height (in.) | 65 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 4,130 |
| % Weight Front/Rear | 59/41 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 825 |
| Cargo Volume, cu.ft. | 21.5 |
| Towing Capacity (lb.) | 3,970 |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 21 |

| OVERALL SCORE | 55 |
|-----------------------|---------|
| Predicted Reliability | ✓ |
| Owner Satisfaction | ✓ |
| Road-Test Score | 69 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | * | * | |
| Engine, Minor | * | * | |
| Engine Cooling | * | * | |
| Transmission, Major | * | * | |
| Transmission, Minor | * | * | |
| Drive System | * | * | |
| Fuel System | * | * | |
| Electrical | * | * | |
| Climate System | * | * | |
| Suspension | * | * | |
| Brakes | * | * | |
| Exhaust | * | * | |
| Paint/Trim | * | * | |
| Noises/Leaks | * | * | |
| Body Hardware | * | * | |
| Power Equipment | * | * | |
| In-Car Electronics | * | * | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ✓ |

Jaguar F-Pace



Jaguar’s compact SUV shares its rear-wheel-drive platform with the XE and XF. The F-Pace is quick, thanks to its 380-hp supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. A 2.0-liter turbo is now the base engine. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn’t match that of most competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn’t always up to the task. Standard equipment includes forward collision warning and automatic emergency braking.



Base Price: \$45,200–\$80,600
Body Styles: 4-door SUV
Trim Lines: 300 Sport LE, Base, Checkered Flag LE, Portfolio, Premium, Prestige, R Sport, S, SVR
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 186 |
| Width (in.) | 87 |
| Height (in.) | 66 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 4,350 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 960 |
| Cargo Volume, cu.ft. | 28.5 |
| Towing Capacity (lb.) | 5,290 |
| Fuel | |
| Premium | |
| CR Overall mpg | 20 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 54 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 72 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|--------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | * | * |
| Engine, Minor | ⬆️ | * | * |
| Engine Cooling | ⬆️ | * | * |
| Transmission, Major | ⬆️ | * | * |
| Transmission, Minor | ⬆️ | * | * |
| Drive System | ⬆️ | * | * |
| Fuel System | ⬆️ | * | * |
| Electrical | ⬆️ | * | * |
| Climate System | ⬆️ | * | * |
| Suspension | ⬆️ | * | * |
| Brakes | ⬇️ | * | * |
| Exhaust | ⬆️ | * | * |
| Paint/Trim | ⬆️ | * | * |
| Noises/Leaks | ⬇️ | * | * |
| Body Hardware | ⬆️ | * | * |
| Power Equipment | ⬆️ | * | * |
| In-Car Electronics | ⬇️ | * | * |
| USED CAR VERDICTS | ⬇️ | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Jaguar I-Pace



The Jaguar I-Pace all-electric crossover seats five, has an EPA-estimated range of 234 miles, and is a quick and quiet car that handles nimbly and doesn’t consume a drop of gas. The ride is firm, yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system and a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. The I-Pace can be an alternative to the Audi E-Tron SUV or the Tesla Model X. But we found that it takes quite a while to charge, about 13 hours to charge the 90-kilowatt-hour battery from almost empty through a 240-volt connection. Jaguar says that on a DC fast-charger, the I-Pace can be charged to 80 percent in 40 minutes.



Base Price: \$69,850–\$80,900
Body Styles: 4-door SUV
Trim Lines: First Edition, HSE, S, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: Electric (394 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 184 |
| Width (in.) | 75 |
| Height (in.) | 61 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 4,920 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 860 |
| Cargo Volume, cu.ft. | 25.5 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Electric | |
| CR Overall mpge | 76 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 61 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 76 |
| Crash Prevention | Std./⬆️ |

| | | | |
|----------------------------|--------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Jaguar XE



The XE is an athletic compact luxury sports sedan that's fun to drive, thanks to its quick, communicative steering and tight body control. As is common in this class, it's a rear-wheel-drive car, but an all-wheel-drive version is available as well. The 247-hp, 2.0-liter turbo four-cylinder engine is responsive but a bit raspy sounding; it gets 25 mpg overall when coupled with all-wheel-drive. The eight-speed automatic transmission shifts smoothly. The ride is steady yet comfortable. Interior quality, however, is not befitting the class or price, with some cheap touches and sharp edges. The rear seat is extremely tight, and the infotainment system can be distracting. Forward collision warning and automatic emergency braking are standard. Updates for the 2020 XE include a new gear selector and infotainment system. Diesel and V6 engines are dropped.



Base Price: \$39,900-\$46,295

Body Styles: sedan

Trim Lines: R-dynamic, S, SV Project 8

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 184 |
| Width (in.) | 77 |
| Height (in.) | 56 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,770 |
| % Weight Front/Rear | 53/47 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 825 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 25 |

| OVERALL SCORE | 55 |
|-----------------------|--------|
| Predicted Reliability | ✓ |
| Owner Satisfaction | ✓ |
| Road-Test Score | 69 |
| Crash Prevention | Std./^ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ✓ |

Jaguar XF



The XF is arguably the sportiest midsize luxury sedan. It's taut and agile, with lively steering, yet possesses an exceptionally supple and composed ride. The 380-hp supercharged V6 is punchy but may have too much of a growling sound for a luxury car. We got 21 mpg overall with our all-wheel-drive XF. A 2.0-liter turbocharged four-cylinder is now the standard engine. The front and rear seats are very comfortable, and the trunk is large. But interior ambience is a bit austere for a Jaguar. The infotainment system is slow and distracting. The air-conditioning system is rather wimpy. A wagon version called the Sportbrake, with all-wheel drive, is also available. Automatic emergency braking and blind spot warning are optional.



Base Price: \$51,100-\$71,800

Body Styles: sedan; wagon

Trim Lines: Checkered Flag, Premium, Prestige, S

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (247 hp); 2.0-liter 4 turbo (296 hp); 3.0-liter V6 supercharged (380 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 195 |
| Width (in.) | 78 |
| Height (in.) | 58 |
| Wheelbase (in.) | 117 |
| Weight (lb.) | 4,175 |
| % Weight Front/Rear | 52/48 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 960 |
| Cargo Volume, cu.ft. | 19 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 21 |

| OVERALL SCORE | 59 |
|-----------------------|------|
| Predicted Reliability | ✓ |
| Owner Satisfaction | ! |
| Road-Test Score | 83 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ✓ |

Jeep Cherokee



The Cherokee SUV has a turbocharged four-cylinder engine in addition to the base underpowered and thirsty 2.4-liter and the smoother 3.2-liter V6. But that turbo engine suffers from a significant delay, particularly from a rolling start, and the transmission is neither smooth nor responsive. We got 23 mpg overall with the new engine. Handling is cumbersome, but the car remains under control when pushed. The ride is stiff, and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive with the optional larger infotainment screen. Limited trims can be fitted with high-end amenities. The Trailhawk features off-road motifs mostly for looks. Available safety systems include automatic emergency braking, forward collision warning, lane departure warning, blind spot warning, and rear cross traffic warning.



Base Price: \$25,740-\$38,495
Body Styles: 4-door SUV
Trim Lines: Latitude, Latitude Plus, Limited, Overland, Trailhawk
Drive Wheels: Front, AWD, 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (270 hp); 2.4-liter 4 (180 hp); 3.2-liter V6 (271 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 182 |
| Width (in.) | 73 |
| Height (in.) | 66 |
| Wheelbase (in.) | 107 |
| Weight (lb.) | 4,070 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 900 |
| Cargo Volume, cu.ft. | 31 |
| Towing Capacity (lb.) | 4,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 23 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 52 |
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 68 |
| Crash Prevention | Opt. |

| | | | |
|----------------------------|--------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↓ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↓ | ↑ | ↑ |
| Brakes | ↓ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↓ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↓ | ↑ | ↑ |
| In-Car Electronics | ↓ | ↑ | ↓ |
| USED CAR VERDICTS | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | Worse than average | | |
| | ↓ | | |

Jeep Compass



The Compass, which slots above the Renegade and below the Cherokee, is not competitive with its peers. Power comes from a 180-hp, 2.4-liter four-cylinder engine that we found to be unrefined and sluggish. Most versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, though the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat. The optional 8.4-inch Uconnect infotainment system is excellent. Available safety features include forward collision warning, lane departure warning, and blind spot warning. The Trailhawk is designed to look more off-road-ready, but the Compass is not intended for such demanding conditions. Overall, other than the allure of the Jeep brand, the Compass trails the competition in several important metrics.



Base Price: \$22,105-\$29,905
Body Styles: 4-door SUV
Trim Lines: Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front, AWD, 4WD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (180 hp)
Transmissions: 6-speed automatic; 9-speed automatic; 6-speed manual

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 173 |
| Width (in.) | 74 |
| Height (in.) | 65 |
| Wheelbase (in.) | 104 |
| Weight (lb.) | 3,525 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 860 |
| Cargo Volume, cu.ft. | 27.5 |
| Towing Capacity (lb.) | 2,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 24 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 51 |
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 56 |
| Crash Prevention | Opt. |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | * | ↑ | ↑ |
| Engine, Minor | * | ↓ | ↑ |
| Engine Cooling | * | ↑ | ↑ |
| Transmission, Major | * | ↑ | ↑ |
| Transmission, Minor | * | ↓ | ↑ |
| Drive System | * | ↓ | ↑ |
| Fuel System | * | ↑ | ↑ |
| Electrical | * | ↑ | ↑ |
| Climate System | * | ↑ | ↑ |
| Suspension | * | ↑ | ↑ |
| Brakes | * | ↑ | ↑ |
| Exhaust | * | ↑ | ↑ |
| Paint/Trim | * | ↑ | ↑ |
| Noises/Leaks | * | ↓ | ↑ |
| Body Hardware | * | ↑ | ↑ |
| Power Equipment | * | ↓ | ↑ |
| In-Car Electronics | * | ↑ | ↑ |
| USED CAR VERDICTS | ↓ | ↓ | ↑ |
| NEW CAR PREDICTION | Average | | |
| | ↓ | | |

Jeep Gladiator



The Gladiator transforms the Wrangler into a pickup truck, using a longer wheelbase and adding a 5-foot bed. The only engine is a 3.6-liter V6 mated to either a smooth eight-speed automatic or a six-speed manual. With the automatic, the Gladiator packs some oomph and returns 18 mpg overall. Unlike other compact pickups, it uses coil springs in the rear suspension, which makes the ride relatively civilized. Handling, however, is rather clumsy. The truck comes with a soft top or an optional removable hardtop. Either way, wind noise on the highway is loud. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. Several advanced safety features are available, including forward collision warning, automatic emergency braking, and blind spot warning.



Base Price: \$33,545-\$43,875
Body Styles: crew cab
Trim Lines: Overland, Rubicon, Sport, Sport S
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (285 hp)
Transmissions: 8-speed automatic; 6-speed manual

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 218 |
| Width (in.) | 74 |
| Height (in.) | 75 |
| Wheelbase (in.) | 137 |
| Weight (lb.) | 4,650 |
| % Weight Front/Rear | 54/46 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,450 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 7,650 |
| Fuel | |
| Regular | |
| CR Overall mpg | 18 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 46 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 52 |
| Crash Prevention | Opt. |

| | | | |
|----------------------------|--------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Jeep Grand Cherokee



The Grand Cherokee has a mostly compliant and controlled ride, comfortable seats, and a solid, upscale interior, all of which give it a premium, substantial feel. Handling is competent, fit and finish is very good, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Trackhawk version has a 707-hp, 6.2-liter supercharged V8 engine. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Recent updates include engine stop/start for the revised V6 and an easier-to-use gear selector.



Base Price: \$32,045-\$86,900
Body Styles: 4-door SUV
Trim Lines: Laredo, Limited, Limited X, Overland, SRT, Summit, Trackhawk, Trailhawk
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (475 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 190 |
| Width (in.) | 77 |
| Height (in.) | 68 |
| Wheelbase (in.) | 115 |
| Weight (lb.) | 4,900 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,050 |
| Cargo Volume, cu.ft. | 36.5 |
| Towing Capacity (lb.) | 6,200 |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 18 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 70 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 80 |
| Crash Prevention | Opt. |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Average | | ⬆️ |

Jeep Renegade



Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that’s neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is also available. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and an overly touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Open-air driving is possible with the optional removable sunroof panels. Optional safety features include forward collision warning, lane departure warning, blind spot warning, and rear cross traffic warning. Chrysler’s easy-to-use Uconnect infotainment system is available.



Base Price: \$22,275-\$28,145
Body Styles: 4-door SUV
Trim Lines: Altitude, Latitude, Limited, Sport, Trailhawk, Upland
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.3-liter 4 turbo (177 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,360
% Weight Front/Rear 60/40
Cargo Measurement
Max. Load (lb.) 985
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR Overall mpg 24

| OVERALL SCORE | 48 |
|-----------------------|------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 56 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | * |
| Engine, Minor | ↑ | ↑ | * |
| Engine Cooling | ↑ | ↑ | * |
| Transmission, Major | ↑ | ↑ | * |
| Transmission, Minor | ↑ | ↑ | * |
| Drive System | ↑ | ↓ | * |
| Fuel System | ↑ | ↑ | * |
| Electrical | ↑ | ↑ | * |
| Climate System | ↑ | ↓ | * |
| Suspension | ↑ | ↓ | * |
| Brakes | ↓ | ↑ | * |
| Exhaust | ↑ | ↑ | * |
| Paint/Trim | ↑ | ↑ | * |
| Noises/Leaks | ↑ | ↓ | * |
| Body Hardware | ↑ | ↑ | * |
| Power Equipment | ↓ | ↑ | * |
| In-Car Electronics | ↓ | ↑ | * |
| USED CAR VERDICTS | ↓ | ↓ | |
| NEW CAR PREDICTION | Worse than average | | ↓ |

Jeep Wrangler



The current Jeep Wrangler represents a big improvement to the off-roading icon while remaining true to its heritage. The essential Wrangler hallmarks remain, with a body-on-frame construction and solid axles. It is available in two-door and four-door configurations. There is a multitude of options that can quickly drive up the price. The V6 engine provides strong acceleration, and the eight-speed automatic transmission shifts smoothly. We got 18 mpg overall with this combination. A 2.0-liter turbo four-cylinder is also available and has more than adequate power. Handling lacks precision. The ride is stiff and jiggly, and there’s lots of wind noise at highway speeds, regardless of roof choice. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are optional.



Base Price: \$28,295-\$42,125
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Rubicon, Sahara, Sport, Sport S
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (270 hp); 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (285 hp)
Transmissions: 8-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions
Length (in.) 188
Width (in.) 74
Height (in.) 74
Wheelbase (in.) 118
Weight (lb.) 4,440
% Weight Front/Rear 52/48
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 41.5
Towing Capacity (lb.) 3,500
Fuel
Regular or premium or diesel
CR Overall mpg 18

| OVERALL SCORE | 28 |
|-----------------------|------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 36 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↓ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↓ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↓ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↓ | ↓ | ↓ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↓ | ↓ | ↑ |
| In-Car Electronics | ↑ | ↓ | ↓ |
| USED CAR VERDICTS | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | Much worse than average | | ↓ |

Kia Cadenza



✓ The Cadenza is a competent large sedan that flies under the radar. It is considerably bigger than the Optima and is competitive with the Toyota Avalon. The car is roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure when the car is pushed to its limits, but the Cadenza is better suited to long-distance cruising. The 290-hp, 3.3-liter V6 is slick and powerful, and the eight-speed automatic shifts smoothly. This combination returned 24 mpg overall in our tests. High-end Limited version includes additional soft surfaces and more luxurious leather seats. All 2020 versions have a suite of standard advanced safety features, including forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



Base Price: \$38,000-\$45,000E
Body Styles: sedan
Trim Lines: Limited, Technology
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 (290 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 197 |
| Width (in.) | 74 |
| Height (in.) | 58 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,725 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 905 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 24 |

| OVERALL SCORE | |
|-----------------------|-------|
| Predicted Reliability | 85 |
| Owner Satisfaction | |
| Road-Test Score | 91 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | * | * |
| Engine, Minor | | * | * |
| Engine Cooling | | * | * |
| Transmission, Major | | * | * |
| Transmission, Minor | | * | * |
| Drive System | | * | * |
| Fuel System | | * | * |
| Electrical | | * | * |
| Climate System | | * | * |
| Suspension | | * | * |
| Brakes | | * | * |
| Exhaust | | * | * |
| Paint/Trim | | * | * |
| Noises/Leaks | | * | * |
| Body Hardware | | * | * |
| Power Equipment | | * | * |
| In-Car Electronics | | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | |

Kia Forte



✓ The Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from an overly stiff ride and the car is very loud. The engine pulls adequately and the continuously variable transmission provides unobtrusive progress, but the engine is raucous. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte is willing to tackle corners. But the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midtrim LXS are uncomfortable. But the automatic climate control is an unexpected positive, and the infotainment system is simple and easy to use. It's commendable that forward collision warning and automatic emergency braking are standard. A sportier GT model, offering a turbocharged engine, is new for 2020.



Base Price: \$17,890-\$23,090
Body Styles: sedan
Trim Lines: EX, FE, GT, GT-Line, LXS
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed manual; 7-speed sequential; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 183 |
| Width (in.) | 71 |
| Height (in.) | 57 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 2,805 |
| % Weight Front/Rear | 62/38 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 34 |

| OVERALL SCORE | |
|-----------------------|-------|
| Predicted Reliability | 66 |
| Owner Satisfaction | |
| Road-Test Score | 67 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | * | * |
| Engine, Minor | | * | * |
| Engine Cooling | | * | * |
| Transmission, Major | | * | * |
| Transmission, Minor | | * | * |
| Drive System | | * | * |
| Fuel System | | * | * |
| Electrical | | * | * |
| Climate System | | * | * |
| Suspension | | * | * |
| Brakes | | * | * |
| Exhaust | | * | * |
| Paint/Trim | | * | * |
| Noises/Leaks | | * | * |
| Body Hardware | | * | * |
| Power Equipment | | * | * |
| In-Car Electronics | | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Kia K900



The second-generation K900 serves as the flagship sedan for Kia. It is positioned as a value-driven luxury car that promises the features and experience found in prestige-brand rivals at a significantly lower cost. It is powered by a 3.3-liter twin-turbo V6, producing 365 hp. This Stinger-shared engine is paired with an eight-speed automatic transmission. Power is routed as needed via an all-wheel-drive system. Kia says the K900 is quieter than before. The well-appointed interior offers large screens, plus a 9.7-inch head-up display. The comprehensive suite of safety systems has some interesting features, such as a live video feed of adjacent lanes activated by the turn signal, a driver attention monitor, and an exit assist that watches for potential hazards when opening a door.



Base Price: \$59,900
Body Styles: sedan
Trim Lines: Luxury
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)202
 Width (in.)75
 Height (in.)59
 Wheelbase (in.)122
 Weight (lb.)4,735
 % Weight Front/RearNA
Cargo Measurement
 Max. Load (lb.)NA
 Cargo Volume, cu.ft.15
 Towing Capacity (lb.)NR
Fuel
 Premium
 EPA Combined mpg21

| OVERALL SCORE | NA |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | NA |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | | * |
| Engine, Minor | * | | * |
| Engine Cooling | * | | * |
| Transmission, Major | * | | * |
| Transmission, Minor | * | | * |
| Drive System | * | | * |
| Fuel System | * | | * |
| Electrical | * | | * |
| Climate System | * | | * |
| Suspension | * | | * |
| Brakes | * | | * |
| Exhaust | * | | * |
| Paint/Trim | * | | * |
| Noises/Leaks | * | | * |
| Body Hardware | * | | * |
| Power Equipment | * | | * |
| In-Car Electronics | * | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Kia Niro



Kia's five-passenger Niro hybrid marries good fuel economy with cargo versatility. The 1.6-liter four-cylinder engine and electric drive unit puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. We got 43 mpg overall, which is good but not as impressive as the Hyundai Ioniq or Toyota Prius. A plug-in hybrid is also available. The handling lacks agility, and the ride is a bit choppy. The optional power driver's seat provides better support than the standard seats. An EV version with a 239-mile range is also available. Updates for the 2020 model include new headlights, a standard 8-inch touch screen, and various exterior styling details. Available safety features include automatic emergency braking, blind spot warning, lane keeping assistance, and rear cross traffic warning, but they push the price above \$30,000.



Base Price: \$23,490-\$44,000
Body Styles: wagon
Trim Lines: EV, EX, EX Premium, FE, LX, LXS, Plug-in Hybrid, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (201 hp); 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.)172
 Width (in.)71
 Height (in.)60
 Wheelbase (in.)106
 Weight (lb.)3,155
 % Weight Front/Rear61/39
Cargo Measurement
 Max. Load (lb.)850
 Cargo Volume, cu.ft.19
 Towing Capacity (lb.)NR
Fuel
 Regular or electric
 CR Overall mpg43

| OVERALL SCORE | 63 |
|-----------------------|------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 65 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Kia Optima



✓ Kia's midsize sedan drives nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant and returned 28 mpg overall in our tests; the uplevel 2.0-liter turbo engine packs more punch. Both hybrid and plug-in hybrid versions are available. The EX trim features comfortable leather seats, automatic climate control, heated front seats and steering wheel, and a roomy rear seat. The controls are very intuitive to use, but the low-mounted dash vents tend to blow more air on the driver's hands than on his face. All 2020 models have a suite of standard advanced safety features, which include forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning.



Base Price: \$23,390-\$36,090
Body Styles: sedan
Trim Lines: EX, EX Premium, LX, S, SE, SX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 hybrid (192 hp); 2.0-liter 4 electric (202 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp)
Transmissions: 6-speed automatic; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 191
 Width (in.) 73
 Height (in.) 58
 Wheelbase (in.) 110
 Weight (lb.) 3,300
 % Weight Front/Rear 61/39
Cargo Measurement
 Max. Load (lb.) 905
 Cargo Volume, cu.ft. 16
 Towing Capacity (lb.) NR
Fuel
 Regular
 CR Overall mpg 28

| OVERALL SCORE | 82 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 86 |
| Crash Prevention | Std./A |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | A | A | A |
| Engine, Minor | I | A | A |
| Engine Cooling | A | A | A |
| Transmission, Major | A | A | A |
| Transmission, Minor | A | A | A |
| Drive System | A | A | A |
| Fuel System | A | A | A |
| Electrical | A | A | A |
| Climate System | A | A | A |
| Suspension | A | A | A |
| Brakes | A | A | A |
| Exhaust | A | A | A |
| Paint/Trim | A | A | A |
| Noises/Leaks | A | A | A |
| Body Hardware | A | A | A |
| Power Equipment | A | A | A |
| In-Car Electronics | A | A | A |
| USED CAR VERDICTS | I | I | A |
| NEW CAR PREDICTION | Average I | | |

Kia Rio



The Rio is one of the better subcompact cars, but it's still basic transportation. It is a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests. That's good, but many more substantial compact cars also achieve that mileage. The Rio's ride makes passengers feel every bump, and the car moves in choppy motions over uneven roads. We found that the Rio has safe, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. Buyers must opt for at least the S trim to get the advanced safety features. Because the S trim is close to the price of a compact car, it's another reason not to buy the Rio. Changes for 2020 include a new 1.6-liter four-cylinder engine, which is now matched with a continuously variable transmission.



Base Price: \$15,850-\$16,790
Body Styles: 4-door hatchback; sedan
Trim Lines: LX, S
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (130 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 173
 Width (in.) 68
 Height (in.) 57
 Wheelbase (in.) 102
 Weight (lb.) 2,575
 % Weight Front/Rear 61/39
Cargo Measurement
 Max. Load (lb.) 850
 Cargo Volume, cu.ft. 14
 Towing Capacity (lb.) NR
Fuel
 Regular
 CR Overall mpg 33

| OVERALL SCORE | 59 |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 61 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average I | | |

Kia Sedona



Freshened for 2019, the Sedona uses a smooth and refined 276-hp, 3.3-liter V6 engine that is now matched to an eight-speed automatic. The Sedona is available in seven- or eight-passenger seating capacities. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Chrysler Pacifica, Honda Odyssey, and Toyota Sienna. The Sedona is not enjoyable to drive. Its handling is rather ungainly, though ultimately secure. The interior is nicely finished and inviting, with a front console that provides handy concealed storage. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward collision warning, blind spot warning, and cross traffic warning systems.



Base Price: \$27,600-\$41,500
Body Styles: minivan
Trim Lines: EX, L, LX, SX
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.3-liter V6 (276 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 201 |
| Width (in.) | 78 |
| Height (in.) | 69 |
| Wheelbase (in.) | 121 |
| Weight (lb.) | 4,595 |
| % Weight Front/Rear | 56/44 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,325 |
| Cargo Volume, cu.ft. | 46 |
| Towing Capacity (lb.) | 3,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 20 |

| OVERALL SCORE | |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 70 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | * |
| Engine, Minor | ^ | ^ | * |
| Engine Cooling | ^ | ^ | * |
| Transmission, Major | ^ | ^ | * |
| Transmission, Minor | ^ | ^ | * |
| Drive System | ^ | ^ | * |
| Fuel System | ^ | ^ | * |
| Electrical | ^ | ^ | * |
| Climate System | ^ | ^ | * |
| Suspension | I | ^ | * |
| Brakes | ^ | ^ | * |
| Exhaust | ^ | ^ | * |
| Paint/Trim | ^ | ^ | * |
| Noises/Leaks | ^ | ^ | * |
| Body Hardware | I | ^ | * |
| Power Equipment | I | ^ | * |
| In-Car Electronics | ^ | ^ | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | ^ | I | |
| Average | | | I |

Kia Seltos



Kia's newest SUV, the Seltos, offers versatility at an affordable price. It slots below the Sportage SUV, and is a little roomier than its Ford EcoSport and Mazda CX-3 competitors. The base powertrain is a 146-hp, 2.0-liter four-cylinder engine paired with a continuously variable transmission. The uplevel 175-hp, 1.6-liter turbocharged four-cylinder is paired with a seven-speed dual-clutch automatic. This combination didn't prove very smooth in the Hyundai Kona. Front-wheel drive is standard, and all-wheel-drive is optional. The ride is a bit stiff and the car is rather loud. Handling is responsive. The base LX trim does not offer key advanced safety features, like forward collision warning and automatic emergency braking with pedestrian detection. These features, and more, come with the higher trims.



Base Price: \$21,990-\$27,890
Body Styles: 4-door SUV
Trim Lines: EX, LX, S, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (146 hp)
Transmissions: 7-speed sequential; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 172 |
| Width (in.) | 71 |
| Height (in.) | 64 |
| Wheelbase (in.) | 104 |
| Weight (lb.) | 3,120 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 860 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| EPA Combined mpg | 29 |

| OVERALL SCORE | |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | NA |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | | | I |
| Average | | | I |

Kia Sorento



✓ The Sorento is a refined and strong competitor among mid-sized SUVs. All versions come standard with seating for seven passengers, though the third row is best for kids. There are two powertrains available: a 185-hp, 2.4-liter four-cylinder and a smooth, quiet 290-hp, 3.3-liter V6 that is paired with an eight-speed automatic. Our tested V6 Sorento got 22 mpg overall, which is average for a three-row SUV. The cabin is quiet, the first- and second-row seats are comfortable and supportive, and the ride is composed. We found the handling to be responsive in everyday driving. The controls are among the easiest to use in the industry. Forward collision warning, automatic emergency braking, and blind spot warning are standard on the higher trims.



Base Price: \$26,990-\$41,890
Body Styles: 4-door SUV
Trim Lines: EX, L, LX, SX, SXL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 189 |
| Width (in.) | 74 |
| Height (in.) | 66 |
| Wheelbase (in.) | 109 |
| Weight (lb.) | 4,285 |
| % Weight Front/Rear | 55/45 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,120 |
| Cargo Volume, cu.ft. | 37.5 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 22 |

| OVERALL SCORE | 74 |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 78 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Kia Soul



✓ The Soul blends personality and versatility with its familiar boxy shape and cheerful character. Our tested Soul's 2.0-liter four-cylinder engine and continuously variable transmission combined to deliver good. We found that handling is quite nimble. But the ride is notably stiff, and engine noise is rather pronounced. Easy access and good visibility continue to be strengths. The EX comes with a power driver's seat, which has more range of adjustments. Controls are easy to use, including the optional 10.25-inch center touch screen. Android Auto and Apple CarPlay compatibility are standard equipment. Advanced safety and driver assistance features are standard on most trims, but none are available on the base LX trim.



Base Price: \$17,490-\$27,490
Body Styles: wagon
Trim Lines: EX, GT-Line, LX, S, X-Line
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed manual; 7-speed sequential; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 165 |
| Width (in.) | 71 |
| Height (in.) | 63 |
| Wheelbase (in.) | 102 |
| Weight (lb.) | 2,995 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 860 |
| Cargo Volume, cu.ft. | 24 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 28 |

| OVERALL SCORE | 81 |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 76 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|----------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much better than average ⬆ | | |

Kia Sportage



✓ The stylish Sportage is a mildly sporty small SUV. While the 2.4-liter four-cylinder and smooth six-speed automatic provide adequate acceleration, its 23 mpg overall is not particularly good. The SX trim gets a more powerful turbo four-cylinder. Though the ride is a touch firm, it's composed and handling is responsive. The controls, including the touch-screen infotainment system, are easy to use. Note that visibility to the rear and side is hampered by the thick rear roof pillars. The rear seat is roomy, and passengers benefit from a flat floor. New for 2020, standard advanced safety features include forward collision warning with automatic emergency braking and pedestrian detection. Blind spot warning and rear cross traffic warning are standard on all except the base trim.



Base Price: \$23,990-\$35,090
Body Styles: 4-door SUV
Trim Lines: EX, LX, S, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 176 |
| Width (in.) | 73 |
| Height (in.) | 64 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,485 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 970 |
| Cargo Volume, cu.ft. | 29.5 |
| Towing Capacity (lb.) | 2,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 23 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 78 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↓ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↓ | ↑ | ↑ |
| In-Car Electronics | ↑ | ↑ | ↑ |
| USED CAR VERDICTS | ↓ | ↑ | ↓ |
| NEW CAR PREDICTION | Average ↓ | | |

Kia Stinger



Kia, a car brand better known for practical transportation and value, has branched into sports sedan territory with the Stinger, a low-slung, four-door hatchback. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a track. On the downside, the ride is stiff and a bit unsettled. Two engines are offered: a standard 255-hp, 2.0-liter turbo four-cylinder and a punchy 365-hp, 3.3-liter turbo V6. The car sits low, which makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it a long reach to the touch screen. Advanced safety systems, such as automatic emergency braking and lane keeping assistance, are available, but only blind spot and rear cross traffic warning are standard.



Base Price: \$33,090-\$52,500
Body Styles: 4-door hatchback
Trim Lines: GT, GT1, GT2, GT-Line
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.3-liter V6 turbo (365 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 190 |
| Width (in.) | 74 |
| Height (in.) | 55 |
| Wheelbase (in.) | 114 |
| Weight (lb.) | 3,910 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 930 |
| Cargo Volume, cu.ft. | 23 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 23 |

| OVERALL SCORE | |
|-----------------------|------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 75 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | * | |
| Engine, Minor | ↑ | * | |
| Engine Cooling | ↑ | * | |
| Transmission, Major | ↑ | * | |
| Transmission, Minor | ↑ | * | |
| Drive System | ↑ | * | |
| Fuel System | ↑ | * | |
| Electrical | ↑ | * | |
| Climate System | ↑ | * | |
| Suspension | ↑ | * | |
| Brakes | ↑ | * | |
| Exhaust | ↑ | * | |
| Paint/Trim | ↓ | * | |
| Noises/Leaks | ↓ | * | |
| Body Hardware | ↑ | * | |
| Power Equipment | ↓ | * | |
| In-Car Electronics | ↑ | * | |
| USED CAR VERDICTS | ↓ | | |
| NEW CAR PREDICTION | Average ↓ | | |

Kia Telluride



✓ Kia’s Telluride three-row midsize SUV offers seating for up to eight people and is one of the best in the category, competing against the Chevrolet Traverse, Honda Pilot, and Subaru Ascent. The Telluride has a slick 291-hp V6 paired with a smooth-shifting eight-speed automatic transmission. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as one-touch fold/slide second-row seats. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. Standard advanced safety systems include forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.



Base Price: \$31,890-\$43,790
Body Styles: 4-door SUV
Trim Lines: EX, LX, S, SX
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.8-liter V6 (291 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 197 |
| Width (in.) | 78 |
| Height (in.) | 69 |
| Wheelbase (in.) | 114 |
| Weight (lb.) | 4,300 |
| % Weight Front/Rear | 56/44 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,325 |
| Cargo Volume, cu.ft. | 47.5 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 21 |

| OVERALL SCORE | 92 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 97 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ⬆ |

Land Rover Defender



The new Defender SUV evokes the original utilitarian classic. It comes with a choice of four- or six-cylinder engines, two- or four-door body styles, a number of seating configurations from five to seven passengers, and a comprehensive list of off-road-ready features. The two engines are a 296-hp, 2.0-liter turbocharged four-cylinder and a 395-hp six-cylinder engine with a 48-volt mild hybrid setup. Both engines are mated to an eight-speed automatic transmission. It also has Land Rover’s new infotainment system, accessed through a 10-inch touch screen, that is compatible with Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard. Adaptive cruise control and rear cross traffic warning are optional. The four-door Defender goes on sale first.



Base Price: \$49,900-\$80,900
Body Styles: 4-door SUV
Trim Lines: First Edition, HSE, S, SE, Standard, X
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (296 hp); 3.0-liter 6 turbo (395 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 198 |
| Width (in.) | 79 |
| Height (in.) | 77 |
| Wheelbase (in.) | 119 |
| Weight (lb.) | 4,940 |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | 1,985 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 8,200 |
| Fuel | |
| Premium | |
| EPA Combined mpg | NA |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇ |

Land Rover Discovery



The Discovery is a luxury three-row SUV that blends on-road refinement with off-road and towing prowess. We found that the 340-hp, 3.0-liter supercharged V6 engine produces plenty of power and the eight-speed automatic transmission shifts smoothly, but this combo returned a mere 17 mpg overall in our tests. A 254-hp, 3.0-liter turbodiesel V6 is also available. The second row can fit three adults, but it is too low for optimal comfort, and accessing the tight third-row seat is a slow, awkward process. Though the optional air suspension makes the ride mostly steady, the Discovery is a bit lumbering in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. Blind spot warning is standard for 2020.



Base Price: \$52,300–\$69,200
Body Styles: 4-door SUV
Trim Lines: HSE, HSE Luxury, SE
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions




Length (in.)196
Width (in.)82
Height (in.)74
Wheelbase (in.)115
Weight (lb.)5,405
% Weight Front/Rear48/52


Cargo Measurement

Max. Load (lb.)1,200
Cargo Volume, cu.ft.42.5
Towing Capacity (lb.)8,200

Fuel

Premium or diesel
CR Overall mpg17

| OVERALL SCORE | 51 |
|-----------------------|---|
| Predicted Reliability |  |
| Owner Satisfaction |  |
| Road-Test Score | 71 |
| Crash Prevention | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|---|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average  | | |

Land Rover Discovery Sport



Land Rover's entry into the luxury compact SUV market segment struggles against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Discovery Sport proved capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To its credit, the SUV's rear seat is roomy. Updates for 2020 include standard forward collision warning, and automatic emergency braking with pedestrian detection.



Base Price: \$37,800–\$52,800
Body Styles: 4-door SUV
Trim Lines: Base, HSE, R-Dynamic, S, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (286 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions




Length (in.)181
Width (in.)82
Height (in.)68
Wheelbase (in.)108
Weight (lb.)4,325
% Weight Front/Rear56/44


Cargo Measurement

Max. Load (lb.)935
Cargo Volume, cu.ft.33
Towing Capacity (lb.)4,410

Fuel

Premium
CR Overall mpg21

| OVERALL SCORE | 44 |
|-----------------------|---|
| Predicted Reliability |  |
| Owner Satisfaction |  |
| Road-Test Score | 58 |
| Crash Prevention | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|---|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average  | | |

Land Rover Range Rover



Owners of any ultra-luxury sedan will feel right at home in the state-of-the-art Range Rover. The inline six-cylinder gasoline engine and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall in our tests. Terrain-coping mechanisms and adjustable ride height give it stand-out off-road abilities, and the ride height can be lowered for easier cabin access. Interior furnishings and seats are first-rate, but the dual touch-screen infotainment system responds slowly to inputs. A 254-hp turbodiesel V6 provides ample power. A plug-in hybrid with 31 miles of electric range and a limited-edition, V8-powered SV Coupe are available.



Base Price: \$90,900-\$209,500

Body Styles: 4-door SUV; extended SUV

Trim Lines: Autobiography, Base, HSE, P400e, Supercharged, SVAutobiography

Drive Wheels: 4WD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 hybrid (398 hp); 3.0-liter V6 turbodiesel (254 hp); 3.0-liter 6 turbo (355 hp); 3.0-liter 6 turbo (395 hp); 5.0-liter V8 supercharged (518, 557 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 197
Width (in.) 78
Height (in.) 72
Wheelbase (in.) 115
Weight (lb.) 5,300
% Weight Front/Rear 50/50

Cargo Measurement

Max. Load (lb.) 960
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 7,715

Fuel

Premium or diesel
CR Overall mpg 17

| OVERALL SCORE | 54 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 78 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average ⬇️ | | |

Land Rover Range Rover Evoque



The Evoque is more about style than function. Sure, it wears the prestigious Range Rover logo, but the SUV is frustrating on several levels. There is a pronounced initial delay when accelerating from a rolling stop, then the power comes on too abruptly. The ride is overly stiff, fuel economy is among the worst in its class, and outward visibility is hampered. The dual-screen infotainment system echoes other Land Rover models. We find it convoluted and rather slow to respond to commands. On the plus side, handling is quite nimble, the front seats are comfortable, and fit and finish is impressive. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance are standard; other advanced safety features are optional.



Base Price: \$42,650-\$56,850

Body Styles: 4-door SUV

Trim Lines: First Edition, HSE, R-Dynamic, S, SE

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (246 hp); 2.0-liter 4 turbo (296 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 172
Width (in.) 79
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 4,235
% Weight Front/Rear 59/41

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 25
Towing Capacity (lb.) 3,700

Fuel

Premium
CR Overall mpg 20

| OVERALL SCORE | 45 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 58 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average ⬇️ | | |

Land Rover Range Rover Sport



Though the Sport has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on handling prowess and less on ride comfort and off-road ability. Low-range gearing is optional. An inline six-cylinder engine is standard. Supercharged V8 and V6 diesel engines are also available. An eight-speed automatic is standard. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy and the exhaust note is over the top. Some controls are behind the times, and the gear selector is unintuitive. Rear-seat room is generous, but the optional third-row seat is tiny. A plug-in hybrid version with 31 miles of electric range is also available.



Base Price: \$68,650–\$114,500
Body Styles: 4-door SUV
Trim Lines: Autobiography, HSE, HST, P400e, SE, Supercharged Dynamic, SVR
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (398 hp); 3.0-liter V6 turbodiesel (254 hp); 3.0-liter 6 turbo (355, 395 hp); 5.0-liter V8 supercharged (518 hp, 575 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 191
Width (in.) 78
Height (in.) 70
Wheelbase (in.) 115
Weight (lb.) 5,255
% Weight Front/Rear 49/51
Cargo Measurement
Max. Load (lb.) 1,345
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 7,715
Fuel
Premium or diesel
CR Overall mpg 18

| OVERALL SCORE | 54 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 72 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Land Rover Range Rover Velar



The Velar shares its fundamentals with the Jaguar F-Pace, putting a greater emphasis on sport rather than Land Rover’s traditional off-road prowess. Available powertrains include a 3.0-liter supercharged V6 and a 2.0-liter turbocharged four-cylinder, plus a new 5.0-liter supercharged V8. Even the four-cylinder delivers plenty of power. Handling is taut and agile, but the ride is rather stiff. Dominating the dash in the quiet cabin is an infotainment system with two touch screens. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. And the system requires too many extra steps to accomplish simple tasks. Forward collision warning and automatic emergency braking with pedestrian detection are standard.



Base Price: \$56,300–\$90,790
Body Styles: 4-door SUV
Trim Lines: Base, HSE, R-Dynamic, S, SE, SVAutobiography
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (247 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (550 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 189
Width (in.) 80
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,350
% Weight Front/Rear 50/50
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 29
Towing Capacity (lb.) 5,500
Fuel
Premium
CR Overall mpg 21

| OVERALL SCORE | 54 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 76 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Lexus ES



✓ The Lexus ES is comfortable and has a quiet demeanor, and the is plush and well assembled. The V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. We tested the ES hybrid's powertrain in the similar Toyota Avalon and got an impressive 42 mpg. The ES absorbs bumps very well, and the body stays composed. Handling has been improved with this generation. The cabin is quiet and luxurious, and the front seats are very comfortable. However, the touchpad controller for interacting with the infotainment system is fussy and distracting. Standard safety equipment includes forward collision warning and automatic braking with pedestrian detection, lane keeping assistance, and lane departure warning.



Base Price: \$39,900-\$45,610

Body Styles: sedan

Trim Lines: 300h, 350, F Sport, Luxury, Ultra Luxury

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (302 hp)

Transmissions: 8-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 196 |
| Width (in.) | 73 |
| Height (in.) | 57 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 3,770 |
| % Weight Front/Rear | 60/40 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 905 |
| Cargo Volume, cu.ft. | 17 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 25 |

| OVERALL SCORE | 87 |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 84 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Much better than average | | ⬆️ |

Lexus GS



✓ The GS delivers a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's responsive handling and taut yet supple ride fare well against German rivals. The strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear- and all-wheel-drive versions are available. Interior space is on a par with the class, and the cabin is nicely furnished. Working many functions of the infotainment system is an overly distracting affair because of a delicate center controller that interacts with the screen. A high-performance GS F with a 467-hp V8 is also available. The Lexus Safety System+ is standard, and it includes forward collision warning, automatic emergency braking, and blind spot warning.



Base Price: \$51,065-\$85,010

Body Styles: sedan

Trim Lines: 350, F, F Sport

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (311 hp); 5.0-liter V8 (467 hp)

Transmissions: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 192 |
| Width (in.) | 72 |
| Height (in.) | 57 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,845 |
| % Weight Front/Rear | 52/48 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 825 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 21 |

| OVERALL SCORE | 87 |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 83 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬆️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬆️ | * |
| Noises/Leaks | ⬆️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬆️ | ⬆️ | * |
| In-Car Electronics | ⬆️ | ⬆️ | * |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Much better than average | | ⬆️ |

Lexus GX



The GX 460 is very quiet and quick, yet this hulking brute is both highly capable off-road and capable of towing a 6,500-pound load. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got a paltry 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. Drivers of almost any height should find a good seating position. There's plenty of space all-around and a commanding view out. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. For 2020, forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning are standard.



Base Price: \$53,000-\$64,265
Body Styles: 4-door SUV
Trim Lines: 460, 460 Luxury, 460 Premium
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.6-liter V8 (301 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)192
 Width (in.)74
 Height (in.)74
 Wheelbase (in.)110
 Weight (lb.)5,170
 % Weight Front/Rear52/48
Cargo Measurement
 Max. Load (lb.)1,155
 Cargo Volume, cu.ft.36.5
 Towing Capacity (lb.)6,500
Fuel
 Premium
 CR Overall mpg17

| OVERALL SCORE | 79 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 70 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much better than average | | |

Lexus IS



In our tests, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with the best in the class. Ride comfort is neither tied-down nor plush. Even the punchy IS 350 is underwhelming to drive. A 260-hp V6 powers the all-wheel-drive IS 300, which gives it more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Plus, the interior is extremely cramped, and getting in and out is an ungraceful chore. The interior is well-finished, but there is room for improvement, especially the tight driver's cockpit. All-wheel-drive versions have a pronounced hump by the driver's right leg. The mouselike infotainment controller is distracting to use. Two adults will fit in the snug rear seat, but there isn't much headroom or legroom to spare. A 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive.



Base Price: \$38,560-\$44,345
Body Styles: sedan
Trim Lines: 300, 300 F Sport, 350, 350 F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp)
Transmissions: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)184
 Width (in.)71
 Height (in.)56
 Wheelbase (in.)110
 Weight (lb.)3,850
 % Weight Front/Rear55/45
Cargo Measurement
 Max. Load (lb.)825
 Cargo Volume, cu.ft.14
 Towing Capacity (lb.)NR
Fuel
 Premium
 CR Overall mpg20

| OVERALL SCORE | 69 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 56 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | * | * |
| Engine, Minor | | * | * |
| Engine Cooling | | * | * |
| Transmission, Major | | * | * |
| Transmission, Minor | | * | * |
| Drive System | | * | * |
| Fuel System | | * | * |
| Electrical | | * | * |
| Climate System | | * | * |
| Suspension | | * | * |
| Brakes | | * | * |
| Exhaust | | * | * |
| Paint/Trim | | * | * |
| Noises/Leaks | | * | * |
| Body Hardware | | * | * |
| Power Equipment | | * | * |
| In-Car Electronics | | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much better than average | | |

Lexus LS



The fifth-generation LS strays from its historic place as the embodiment of stress-free comfortable motoring by piling on complicated controls, a less cushy ride, and compromised seating. This redesigned flagship brings lots of tech and less conservative styling. Available with rear- or all-wheel drive, the standard drivetrain is a 416-hp, 3.5-liter V6 turbo engine coupled to a 10-speed automatic transmission, but despite good measured acceleration times, the car doesn't impart a powerful impression due to some hesitation at low speeds. A hybrid is available. The wide car is too bulky to feel nimble. The optional air suspension keeps the Lexus steady, but bumps punch through more often than they should. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating; it can take several steps to perform simple tasks.



Base Price: \$75,450-\$100,865
Body Styles: sedan
Trim Lines: 500, 500h, F Sport
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 hybrid (354 hp); 3.5-liter V6 turbo (416 hp)
Transmissions: 10-speed automatic; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 206 |
| Width (in.) | 75 |
| Height (in.) | 58 |
| Wheelbase (in.) | 123 |
| Weight (lb.) | 5,170 |
| % Weight Front/Rear | 54/46 |
| Cargo Measurement | |
| Max. Load (lb.) | 870 |
| Cargo Volume, cu.ft. | 17 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 20 |

| OVERALL SCORE | 52 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 72 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬇️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬇️ | ⬆️ | * |
| Brakes | ⬆️ | ⬇️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬇️ | ⬆️ | * |
| Noises/Leaks | ⬇️ | ⬇️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬆️ | ⬆️ | * |
| In-Car Electronics | ⬇️ | ⬆️ | * |
| USED CAR VERDICTS | ⬇️ | ⬇️ | |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Lexus LX



This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 shared with the Tundra pickup. This engine got only 14 mpg overall in the Land Cruiser we tested. The LX has a comfortable ride and a quiet, plush, and well-assembled cabin. Handling is lackluster but ultimately secure, and the LX is very capable off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over rough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. The Lexus Safety System+, which includes automatic emergency braking and lane departure warning, is standard. A five-passenger version is available.



Base Price: \$86,380-\$91,380
Body Styles: 4-door SUV
Trim Lines: 570
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (383 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 200 |
| Width (in.) | 78 |
| Height (in.) | 75 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 6,000 |
| % Weight Front/Rear | 51/49 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,385 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 7,000 |
| Fuel | |
| Premium | |
| EPA Combined mpg | 14 |

| OVERALL SCORE | NA |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | * | * |
| Engine, Minor | ⬆️ | * | * |
| Engine Cooling | ⬆️ | * | * |
| Transmission, Major | ⬆️ | * | * |
| Transmission, Minor | ⬆️ | * | * |
| Drive System | ⬆️ | * | * |
| Fuel System | ⬆️ | * | * |
| Electrical | ⬆️ | * | * |
| Climate System | ⬆️ | * | * |
| Suspension | ⬆️ | * | * |
| Brakes | ⬇️ | * | * |
| Exhaust | ⬆️ | * | * |
| Paint/Trim | ⬇️ | * | * |
| Noises/Leaks | ⬆️ | * | * |
| Body Hardware | ⬆️ | * | * |
| Power Equipment | ⬆️ | * | * |
| In-Car Electronics | ⬆️ | * | * |
| USED CAR VERDICTS | ⬆️ | | |
| NEW CAR PREDICTION | Much better than average | | ⬆️ |

Lexus NX



✓ The NX is a pleasant compact luxury SUV. Handling is responsive, and the ride is firm. The cabin is quiet. The NX 300's 2.0-liter turbo four-cylinder provides ample acceleration and delivers 24 mpg overall. The NX 300h hybrid gets an impressive 29 mpg overall, but it feels underpowered and tends to be noisy during acceleration or hill climbing. Snazzy details lend the interior a high-tech appeal and anime style, but the cockpit is snug. Elbow room is a bit tight, and the styling compromises rear visibility and crimps cargo space. The fussy touchpad that's used to interact with the infotainment screen is frustrating and distracting to operate. The freshened 2020 model has improved ride comfort. Automatic emergency braking and lane departure warning with lane keeping assistance are standard. Blind spot warning is optional, however.



Base Price: \$36,870-\$46,510
Body Styles: 4-door SUV
Trim Lines: 300, 300 F Sport, 300h, Luxury
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (235 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 183 |
| Width (in.) | 74 |
| Height (in.) | 65 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 4,000 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 895 |
| Cargo Volume, cu.ft. | 28.5 |
| Towing Capacity (lb.) | 2,000 |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 24-29 |

| OVERALL SCORE | 78-80 |
|-----------------------|--------|
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 71-74 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↑ | ↑ |
| In-Car Electronics | ↓ | ↓ | ↑ |
| USED CAR VERDICTS | ↑ | ↑ | ↑ |
| NEW CAR PREDICTION | Much better than average | | ↑ |

Lexus RC



The RC is a coupe version of the IS sedan. It uses a 2.0-liter turbo four-cylinder or a 3.5-liter V6 engine coupled to an eight-speed automatic. Ordinarily, it's a rear-drive car, but an all-wheel-drive version is available with a six-speed automatic. High-performance RC F versions come with a 5.0-liter V8. That prodigious output is routed to the rear wheels, and it makes the RC F super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises its agility. There is a symbolic rear seat that can accommodate two small passengers. Controls are frustrating because of a fussy touchpad that interacts with the infotainment screen. Automatic emergency braking and lane departure warning with lane keeping assistance are standard, but blind spot warning is optional.



Base Price: \$41,295-\$96,800
Body Styles: coupe
Trim Lines: 300, 350, 350 F Sport, F
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (260 hp); 3.5-liter V6 (311 hp); 5.0-liter V8 (472 hp)
Transmissions: 6-speed automatic; 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 185 |
| Width (in.) | 72 |
| Height (in.) | 55 |
| Wheelbase (in.) | 108 |
| Weight (lb.) | 3,750 |
| % Weight Front/Rear | 54/46 |
| Cargo Measurement | |
| Max. Load (lb.) | 700 |
| Cargo Volume, cu.ft. | 10 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| EPA Combined mpg | 22 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↓ |
| Road-Test Score | NA |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ↑ |

Lexus RX



✓ The RX got a freshening for 2020 that brought suspension tweaks and improvements to the infotainment system. It is now Android Auto and Apple CarPlay compatible. The awkward mouse controller is replaced with an awkward touchpad. The 3.5-liter V6 delivers a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall in our tests. Ride comfort is plush, whether buyers get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling is ponderous and devoid of any sporty feel but ultimately secure. Inside, the RX is very quiet and well-finished. It has a standard suite of advanced safety and driver assistance features. The three-row model RX L has more cargo space and a very tight third-row seat.



Base Price: \$44,150-\$56,460

Body Styles: 4-door SUV

Trim Lines: 350, 450h, 450h F Sport, F Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)

Transmissions: 8-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 193 |
| Width (in.) | 75 |
| Height (in.) | 68 |
| Wheelbase (in.) | 110 |
| Weight (lb.) | 4,435 |
| % Weight Front/Rear | 58/42 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 920 |
| Cargo Volume, cu.ft. | 30 |
| Towing Capacity (lb.) | 3,500 |

Fuel

| | |
|--------------------|-------|
| Regular or premium | |
| CR Overall mpg | 22-29 |

| OVERALL SCORE | 80-82 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 77-80 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------------------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Lexus UX



✓ Lexus' new entry-level luxury SUV is the brand's smallest model. It has standard front-wheel drive, and all-wheel drive comes only on the hybrid version. The hybrid got an excellent 37 mpg overall in our tests, but its engine is very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited all-around, and the interior is tight, particularly the rear seat. The interior is not as fancy as it is in other Lexus models, yet it has many of the brand's fussy controls. Forward collision warning, automatic emergency braking with pedestrian detection, and lane keeping assistance are standard.



Base Price: \$32,300-\$39,700

Body Styles: 4-door SUV

Trim Lines: 200, 250h, F Sport

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (169 hp); 2.0-liter 4 hybrid (175 hp)

Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 177 |
| Width (in.) | 72 |
| Height (in.) | 60 |
| Wheelbase (in.) | 104 |
| Weight (lb.) | 3,570 |
| % Weight Front/Rear | 57/43 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 890 |
| Cargo Volume, cu.ft. | 18 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 37 |

| OVERALL SCORE | 80 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 71 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------------|----|----|
| Engine, Major | | | ⬆ |
| Engine, Minor | | | ⬆ |
| Engine Cooling | | | ⬆ |
| Transmission, Major | | | ⬆ |
| Transmission, Minor | | | ⬆ |
| Drive System | | | ⬆ |
| Fuel System | | | ⬆ |
| Electrical | | | ⬆ |
| Climate System | | | ⬆ |
| Suspension | | | ⬆ |
| Brakes | | | ⬆ |
| Exhaust | | | ⬆ |
| Paint/Trim | | | ⬆ |
| Noises/Leaks | | | ⬆ |
| Body Hardware | | | ⬆ |
| Power Equipment | | | ⬆ |
| In-Car Electronics | | | ⬆ |
| USED CAR VERDICTS | | | ⬆ |
| NEW CAR PREDICTION | Much better than average ⬆ | | |

Lincoln Aviator



The Aviator is a three-row luxury SUV, positioned between the Nautilus and Navigator. It’s powered by a 3.0-liter V6 turbo engine that provides effortless thrust. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. Fortunately, the large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln’s Co-Pilot360 safety suite, with automatic emergency braking, pedestrian detection, blind spot warning, rear cross traffic warning, lane keeping assistance, and automatic high beams, is standard.



Base Price: \$51,100-\$87,800
Body Styles: 4-door SUV
Trim Lines: Black Label, Black Label Grand Touring, Grand Touring, Reserve, Standard
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbo (400 hp); 3.0-liter V6 hybrid (494 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 199 |
| Width (in.) | 80 |
| Height (in.) | 70 |
| Wheelbase (in.) | 119 |
| Weight (lb.) | 5,065 |
| % Weight Front/Rear | 51/49 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,415 |
| Cargo Volume, cu.ft. | 49 |
| Towing Capacity (lb.) | 6,700 |
| Fuel | |
| Regular | |
| CR Overall mpg | 19 |

| OVERALL SCORE | |
|-----------------------|-------|
| Predicted Reliability | 72 |
| Owner Satisfaction | |
| Road-Test Score | 82 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | |

Lincoln Continental



Lincoln’s high-tech flagship sedan is based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super-quiet. Handling is responsive, yet the Continental is also a very comfortable and relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. Though the standard front seats aren’t particularly supportive, the optional ones are better. We’re no fans of the push-button gear selector or the electronic buttons that are used instead of an interior door handle. Forward collision warning, automatic emergency braking, and blind spot warning are all standard.



Base Price: \$46,305-\$75,470
Body Styles: sedan
Trim Lines: Base, Black Label, Reserve
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp); 3.7-liter V6 (305 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 201 |
| Width (in.) | 78 |
| Height (in.) | 59 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 4,540 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 900 |
| Cargo Volume, cu.ft. | 17 |
| Towing Capacity (lb.) | 1,000 |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 20 |

| OVERALL SCORE | |
|-----------------------|-------|
| Predicted Reliability | 80 |
| Owner Satisfaction | |
| Road-Test Score | 83 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Lincoln Corsair



The Corsair is a pleasant compact luxury SUV. It replaced the MKC and is much improved. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside. Handling is very responsive and secure. The front seats aren't everyone's cup of tea due to their uneven support. The rear seat is roomy in its rearmost position. Fit and finish is impressive, and adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. Many advanced safety features come standard, including forward collision warning, automatic emergency braking with pedestrian detection, blind spot warning, and rear cross traffic warning. Note that adaptive cruise control is a separate option.



Base Price: \$35,945-\$44,830
Body Styles: 4-door SUV
Trim Lines: Reserve, Standard
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.3-liter 4 turbo (280 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 181
Width (in.) 76
Height (in.) 64
Wheelbase (in.) 107
Weight (lb.) 3,910
% Weight Front/Rear 57/43

Cargo Measurement

Max. Load (lb.) 850
Cargo Volume, cu.ft. 27.5
Towing Capacity (lb.) 3,000

Fuel

Regular
CR Overall mpg 23

| OVERALL SCORE | | 67 |
|-----------------------|--|---------|
| Predicted Reliability | | ⬇️ |
| Owner Satisfaction | | ⬆️ |
| Road-Test Score | | 82 |
| Crash Prevention | | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Lincoln MKZ



Based on the engaging Ford Fusion, the upscale Lincoln MKZ received some recent updates, including new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides lots of power. In our tests, the hybrid got 34 mpg overall. For more punch, the available 3.0-liter twin-turbo V6 puts out 400 hp when paired with all-wheel drive and 350 hp on front-drive versions. The MKZ delivers a comfortable ride. The cabin is quiet and luxurious, with comfortable seats, but it's a long reach to the push-button gear selector, and the rear seat is snug. Standard equipment includes forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance.



Base Price: \$36,750-\$44,500
Body Styles: sedan
Trim Lines: Hybrid, Premier, Reserve, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 6-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.) 194
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,755
% Weight Front/Rear 59/41

Cargo Measurement

Max. Load (lb.) 875
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) 1,000

Fuel

Regular or premium
CR Overall mpg 23-34

| OVERALL SCORE | | 89 |
|-----------------------|--|---------|
| Predicted Reliability | | ⬆️ |
| Owner Satisfaction | | ⬆️ |
| Road-Test Score | | 88 |
| Crash Prevention | | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ⬆️ |

Lincoln Nautilus






The Nautilus is a refreshed version of the MKX SUV. Engine choices are either a powerful 2.7-liter V6 turbo or a 2.0-liter four-cylinder turbo. An eight-speed automatic transmission is standard. We found that the Nautilus with the more powerful engine delivers effortless power. It has a comfortable ride, a quiet cabin, and agile handling. The cabin is swanky, and the infotainment system is relatively easy to use. The only knock against this SUV is its unintuitive, fussy push-button gear selector. The unimpressive fuel economy of 18 mpg overall that we measured in the MKX should improve slightly, thanks to the new transmission. Lincoln has added new safety features, including an evasive steer assist that allows the SUV to steer around a vehicle stopped in front if the system determines a collision is probable and can't be avoided by braking alone.






















Base Price: \$41,040-\$63,800
Body Styles: 4-door SUV
Trim Lines: Black Label, Reserve, Select, Standard
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (335 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)190
 Width (in.)76
 Height (in.)66
 Wheelbase (in.)112
 Weight (lb.)4,560
 % Weight Front/Rear59/41
Cargo Measurement
 Max. Load (lb.)900
 Cargo Volume, cu.ft.32.5
 Towing Capacity (lb.)3,500
Fuel
 Regular
 CR Overall mpg18

| OVERALL SCORE | | 63 |
|-----------------------|---|---|
| Predicted Reliability |  | |
| Owner Satisfaction |  | |
| Road-Test Score | | 84 |
| Crash Prevention | | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|---|----|--|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | |  |
| Engine, Minor | | |  |
| Engine Cooling | | |  |
| Transmission, Major | | |  |
| Transmission, Minor | | |  |
| Drive System | | |  |
| Fuel System | | |  |
| Electrical | | |  |
| Climate System | | |  |
| Suspension | | |  |
| Brakes | | |  |
| Exhaust | | |  |
| Paint/Trim | | |  |
| Noises/Leaks | | |  |
| Body Hardware | | |  |
| Power Equipment | | |  |
| In-Car Electronics | | |  |
| USED CAR VERDICTS | | |  |
| NEW CAR PREDICTION | Much worse than average  | | |

Lincoln Navigator





The Navigator ups the ante over its Ford Expedition sibling, with more luxury and showmanship. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking feeling at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The twin-turbo V6 is paired with a 10-speed automatic transmission. Acceleration is quick and effortless, and towing capacity is 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Rear passengers are pampered with heated seats, a variety of connectivity features, and a hospitable third-row seat. For 2020, the SUV gets standard forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning.






















Base Price: \$75,825-\$99,970
Body Styles: 4-door SUV; extended SUV
Trim Lines: Base, Black Label, L, Reserve
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (411 hp); 3.5-liter V6 turbo (450 hp)
Transmissions: 10-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)210
 Width (in.)84
 Height (in.)76
 Wheelbase (in.)123
 Weight (lb.)6,100
 % Weight Front/Rear50/50
Cargo Measurement
 Max. Load (lb.)1,565
 Cargo Volume, cu.ft.56
 Towing Capacity (lb.)8,300
Fuel
 Regular or premium
 CR Overall mpg16

| OVERALL SCORE | | 65 |
|-----------------------|---|---|
| Predicted Reliability |  | |
| Owner Satisfaction |  | |
| Road-Test Score | | 65 |
| Crash Prevention | | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|---|---|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * |  | * |
| Engine, Minor | * |  | * |
| Engine Cooling | * |  | * |
| Transmission, Major | * |  | * |
| Transmission, Minor | * |  | * |
| Drive System | * |  | * |
| Fuel System | * |  | * |
| Electrical | * |  | * |
| Climate System | * |  | * |
| Suspension | * |  | * |
| Brakes | * |  | * |
| Exhaust | * |  | * |
| Paint/Trim | * |  | * |
| Noises/Leaks | * |  | * |
| Body Hardware | * |  | * |
| Power Equipment | * |  | * |
| In-Car Electronics | * |  | * |
| USED CAR VERDICTS | |  | |
| NEW CAR PREDICTION | Average  | | |

Maserati Ghibli



Although it is based on a platform shared with the Chrysler 300, the Ghibli has its own sporty character. The Ferrari-developed V6 turbo engine is mated to a quick-shifting eight-speed automatic transmission. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, the rear seat is cramped, and the Ghibli is louder than most sporty luxury sedans. Climbing in or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive gear selector. Chrysler's Uconnect touch screen is a plus, but it's hard not to notice some cheap-looking switches that are sourced from the Chrysler parts bins. The top-line V6 recently gained 20 hp.



Base Price: \$69,490-\$83,790

Body Styles: sedan

Trim Lines: Base, GranLusso, GranSport, S, S Q4

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 196 |
| Width (in.) | 77 |
| Height (in.) | 58 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 4,625 |
| % Weight Front/Rear | 52/48 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 925 |
| Cargo Volume, cu.ft. | 18 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 19 |

| OVERALL SCORE | 51 |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 71 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | ⬇️ |

Maserati Levante



Derived from the Ghibli and Quattroporte sedans, the Levante is Maserati's first-ever SUV. Most versions come with either a 345-hp or a 424-hp turbo V6. Each is mated to a quick-and-smooth eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and--courtesy of the standard air suspension--a steady ride. Interior features include a version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector is unintuitive to use. Advanced safety features include forward collision warning, automatic emergency braking, and lane departure warning.



Base Price: \$72,990-\$171,500

Body Styles: 4-door SUV

Trim Lines: Base, GranLusso, GranSport, GTS, S, Trofeo

Drive Wheels: AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp); 3.8-liter V8 turbo (550 hp); 3.8-liter V8 turbo (590 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 197 |
| Width (in.) | 78 |
| Height (in.) | 66 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 4,905 |
| % Weight Front/Rear | 51/49 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 6,000 |

Fuel

| | |
|------------------|----|
| Premium | |
| EPA Combined mpg | 16 |

| OVERALL SCORE | NA |
|-----------------------|------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | NA |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Mazda 3



✓ The Mazda3 is offered in sedan and hatchback forms. The sole engine is a 2.5-liter four-cylinder engine mated to a six-speed manual or automatic transmission. All-wheel drive is now available. The interior is nicely furnished and features a new infotainment system that drivers interact with exclusively through a rotary knob. However, we found the system to be fussy and distracting to use. Handling is still nimble but less sporty than in past generations. Mazda has improved the ride; it's firm but absorbs impacts well. The cabin is relatively quiet and nicely finished, but the rear seat is snug. For 2020, forward collision warning and automatic emergency braking are standard. There is an available driver monitoring system that watches the driver's face and sounds an alert to warn of fatigue.



Base Price: \$21,500-\$28,900
Body Styles: 4-door hatchback; sedan
Trim Lines: Base, Preferred, Premium, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (186 hp)
Transmissions: 6-speed automatic; 6-speed manual

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 184 |
| Width (in.) | 71 |
| Height (in.) | 57 |
| Wheelbase (in.) | 107 |
| Weight (lb.) | 3,025 |
| % Weight Front/Rear | 62/38 |
| Cargo Measurement | |
| Max. Load (lb.) | 860 |
| Cargo Volume, cu.ft. | 13 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 30 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 75 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | W |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | I | ^ | ^ |
| In-Car Electronics | I | ^ | W |
| USED CAR VERDICTS | ^ | ^ | I |
| NEW CAR PREDICTION | Average | | I |

Mazda 6



✓ Sporty and stylish, the Mazda6 is an enjoyable car to drive, although it's a bit on the snug side compared with its peers. The standard 2.5-liter four-cylinder is responsive and delivered 28 mpg overall in our tests. The uplevel turbocharged engine makes the 6 quieter and much quicker. We found the 6 to be agile and capable in the corners, with sharp steering and composed suspension. The ride is pliant and controlled, effectively absorbing bumps. The cabin is quiet and nicely furnished, but the low stance and relatively tight quarters are notable. A center display screen that is operated via a central knob on the console takes practice to master. Android Auto and Apple CarPlay compatibility are available. A full suite of advanced safety features is standard across all trim lines.



Base Price: \$24,000-\$35,300
Body Styles: sedan
Trim Lines: Grand Touring, Grand Touring Reserve, Signature, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 192 |
| Width (in.) | 72 |
| Height (in.) | 57 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 3,405 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 28 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ^ |
| Owner Satisfaction | ^ |
| Road-Test Score | 79 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | * |
| Engine, Minor | ^ | I | * |
| Engine Cooling | ^ | ^ | * |
| Transmission, Major | ^ | ^ | * |
| Transmission, Minor | ^ | ^ | * |
| Drive System | ^ | ^ | * |
| Fuel System | ^ | ^ | * |
| Electrical | ^ | ^ | * |
| Climate System | ^ | ^ | * |
| Suspension | ^ | ^ | * |
| Brakes | I | ^ | * |
| Exhaust | ^ | ^ | * |
| Paint/Trim | ^ | ^ | * |
| Noises/Leaks | ^ | W | * |
| Body Hardware | ^ | ^ | * |
| Power Equipment | I | ^ | * |
| In-Car Electronics | ^ | I | * |
| USED CAR VERDICTS | ^ | ^ | |
| NEW CAR PREDICTION | Better than average | | ^ |

Mazda CX-3



✓ Mazda’s entry in the mini-utility segment delivers agile, fun-to-drive handling and good fuel economy. The ride is stiff, particularly with the 18-inch wheels and tires that come on most versions, and noise levels are high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 2.0-liter four-cylinder engine and a six-speed automatic. It’s a smooth, willing engine but isn’t overly powerful. The infotainment system includes a center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are standard.



Base Price: \$20,640–\$22,040
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 168 |
| Width (in.) | 70 |
| Height (in.) | 61 |
| Wheelbase (in.) | 101 |
| Weight (lb.) | 2,945 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 18 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 28 |

| OVERALL SCORE | 73 |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 64 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬇️ | ⬆️ | * |
| Suspension | ⬆️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬆️ | * |
| Noises/Leaks | ⬆️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬇️ | ⬆️ | * |
| In-Car Electronics | ⬇️ | ⬆️ | * |
| USED CAR VERDICTS | ⬆️ | ⬆️ | |
| NEW CAR PREDICTION | Much better than average | | ⬆️ |

Mazda CX-30



Based on the Mazda3, the new CX-30 fills the narrow gap between the CX-3 and CX-5 SUVs. It’s powered by a 2.5-liter four-cylinder, as in the Mazda3, and is available in front- or all-wheel drive. A six-speed automatic is the standard transmission. The CX-30 competes with the Nissan Rogue Sport and Subaru Crosstrek. This compact SUV handles responsively, and the ride is firm but civilized. So far we’ve found that the engine is notably buzzy. The infotainment system is quite frustrating to use. For example, it requires multi steps for simple radio tasks. In addition, the rear seat is quite tight. Forward collision warning and automatic emergency braking are standard. A driver monitoring system uses an infrared camera and infrared LEDs to determine the driver’s level of drowsiness or fatigue.



Base Price: \$21,900–\$29,600
Body Styles: 4-door SUV
Trim Lines: Base, Preferred, Premium, Select
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (186 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 173 |
| Width (in.) | 71 |
| Height (in.) | 62 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,355 |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| EPA Combined mpg | 26 |

| OVERALL SCORE | NA |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ⬇️ |

Mazda CX-5



✓ The CX-5 is one of the best small SUVs. The 2.5-liter four-cylinder engine and six-speed automatic transmission make for a responsive and unobtrusive powertrain. Fuel economy of 24 mpg is good but not a standout. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in this class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces, some detailed stitching, and chrome trim add to the interior ambience. Both the front and rear seats are comfortable. But there is a learning curve to mastering the infotainment system. Rear and side visibility are a bit compromised. Forward collision warning and automatic emergency braking with pedestrian detection are standard. A new top-trim Signature is available with a stronger turbocharged engine or a 2.2-liter diesel engine.



Base Price: \$25,090–\$37,055
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Signature, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.2-liter 4 turbodiesel (168 hp); 2.5-liter 4 (187 hp); 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|------------------------------|-------|
| Length (in.) | 179 |
| Width (in.) | 73 |
| Height (in.) | 66 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 3,590 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 30.5 |
| Towing Capacity (lb.) | 2,000 |
| Fuel | |
| Regular or premium or diesel | |
| CR Overall mpg | 24 |

| OVERALL SCORE | |
|-----------------------|---------|
| Predicted Reliability | 84 |
| Owner Satisfaction | 80 |
| Road-Test Score | 80 |
| Crash Prevention | Std./80 |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | 8 | 7 | 6 |
| Engine, Minor | 12 | 11 | 10 |
| Engine Cooling | 10 | 9 | 8 |
| Transmission, Major | 8 | 7 | 6 |
| Transmission, Minor | 12 | 11 | 10 |
| Drive System | 10 | 9 | 8 |
| Fuel System | 10 | 9 | 8 |
| Electrical | 10 | 9 | 8 |
| Climate System | 10 | 9 | 8 |
| Suspension | 10 | 9 | 8 |
| Brakes | 10 | 9 | 8 |
| Exhaust | 10 | 9 | 8 |
| Paint/Trim | 10 | 9 | 8 |
| Noises/Leaks | 10 | 9 | 8 |
| Body Hardware | 10 | 9 | 8 |
| Power Equipment | 10 | 9 | 8 |
| In-Car Electronics | 10 | 9 | 8 |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much better than average | | 8 |

Mazda CX-9



✓ Mazda's CX-9 is a stylish three-row SUV that is quite engaging to drive, thanks to its nimble handling that makes it feel like a smaller vehicle. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got 22 mpg overall. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on the Signature trim, and the seats are comfortable. Though second-row seating is generous, the third row is predictably tight. Mazda's dial-controlled infotainment system takes time to master. Forward collision warning and automatic emergency braking with pedestrian detection are standard. Android Auto and Apple CarPlay compatibility is a new addition to the infotainment system.



Base Price: \$33,790–\$46,115
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Signature, Sport, Touring
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 turbo (227 hp); 2.5-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 200 |
| Width (in.) | 76 |
| Height (in.) | 68 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 4,585 |
| % Weight Front/Rear | 55/45 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,190 |
| Cargo Volume, cu.ft. | 34 |
| Towing Capacity (lb.) | 3,500 |
| Fuel | |
| Regular or premium | |
| CR Overall mpg | 22 |

| OVERALL SCORE | |
|-----------------------|---------|
| Predicted Reliability | 86 |
| Owner Satisfaction | 80 |
| Road-Test Score | 80 |
| Crash Prevention | Std./80 |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | 8 | 7 | 6 |
| Engine, Minor | 12 | 11 | 10 |
| Engine Cooling | 10 | 9 | 8 |
| Transmission, Major | 8 | 7 | 6 |
| Transmission, Minor | 12 | 11 | 10 |
| Drive System | 10 | 9 | 8 |
| Fuel System | 10 | 9 | 8 |
| Electrical | 10 | 9 | 8 |
| Climate System | 10 | 9 | 8 |
| Suspension | 10 | 9 | 8 |
| Brakes | 10 | 9 | 8 |
| Exhaust | 10 | 9 | 8 |
| Paint/Trim | 10 | 9 | 8 |
| Noises/Leaks | 10 | 9 | 8 |
| Body Hardware | 10 | 9 | 8 |
| Power Equipment | 10 | 9 | 8 |
| In-Car Electronics | 10 | 9 | 8 |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much better than average | | 8 |

Mazda MX-5 Miata



✓ The fourth-generation Miata remains true to Mazda’s original formula of a lightweight rear-wheel-drive roadster. The Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully accurate six-speed manual shifter is a joy. We’d skip the optional automatic transmission, which works fine but dilutes the driving experience. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. Forward collision warning, city-speed automatic emergency braking, and blind spot warning are standard for 2020.



Base Price: \$25,730-\$37,995
Body Styles: convertible
Trim Lines: Club, Grand Touring, RF, Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 (181 hp)
Transmissions: 6-speed automatic; 6-speed manual

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 154 |
| Width (in.) | 68 |
| Height (in.) | 49 |
| Wheelbase (in.) | 91 |
| Weight (lb.) | 2,335 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 340 |
| Cargo Volume, cu.ft. | 5 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 34 |

| OVERALL SCORE | 86 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 80 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬇ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much better than average | | ⬆ |

Mercedes-Benz A-Class



The A-Class compact sedan is Mercedes’ least expensive entry. It comes with either front- or all-wheel drive and is powered by a 188-hp, 2.0-liter turbocharged four-cylinder engine that’s mated to a seven-speed dual-clutch automatic transmission. This combo is noticeably hesitant off the line, but once underway it delivers good power for most situations. Handling is quite nimble, but the ride is overly stiff. Though the front seats are comfortable, adults won’t want to sit in the tight rear seat for long. Fit and finish throughout the cabin is very good, but Mercedes’ latest infotainment system is distracting to use, and it’s too easy to accidentally brush the small, touch-sensitive buttons on the steering wheel. Forward collision warning and automatic emergency braking with pedestrian detection are standard.



Base Price: \$32,800-\$34,800
Body Styles: sedan
Trim Lines: A220
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (188 hp)
Transmissions: 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 179 |
| Width (in.) | 71 |
| Height (in.) | 57 |
| Wheelbase (in.) | 107 |
| Weight (lb.) | 3,425 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 950 |
| Cargo Volume, cu.ft. | 9 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 27 |

| OVERALL SCORE | 56 |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 64 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ⬇ |

Mercedes-Benz C-Class



This competitive sports sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder engine, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, buyers will find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Partially automated highway steering is optional, and automatic emergency braking is standard. Changes for the 2020 model year include a new plug-in hybrid model, standard blind spot warning, and a larger 10-inch screen for the infotainment system.



Base Price: \$41,400-\$84,900
Body Styles: convertible; coupe; sedan
Trim Lines: C300, C43, C63, C63 S
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter V6 turbo (385 hp); 4.0-liter V8 turbo (469 hp); 4.0-liter V8 turbo (503 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)185
 Width (in.)71
 Height (in.)57
 Wheelbase (in.)112
 Weight (lb.)3,670
 % Weight Front/Rear55/45
Cargo Measurement
 Max. Load (lb.)795
 Cargo Volume, cu.ft.13
 Towing Capacity (lb.)NR
Fuel
 Premium
 CR Overall mpg26

| OVERALL SCORE | 76 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 85 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Mercedes-Benz CLA



The Mercedes-Benz CLA fits above the A-Class and below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the A-Class, but uses a more powerful 221-hp version of the same 2.0-liter turbo engine. Like the A220, the CLA has a dual-clutch seven-speed automatic. Acceleration feels a bit hesitant in around-town driving, but there's decent power otherwise. Handling is quite nimble, but the ride is overly stiff. The interior is nicely finished and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found the colorful, vivid infotainment system quite tricky to use. Forward collision warning and automatic emergency braking with pedestrian detection are standard. But buyers will have to pay extra for blind spot warning.



Base Price: \$36,650-\$54,800
Body Styles: sedan
Trim Lines: 250, AMG 45
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (221 hp); 2.0-liter 4 turbo (375 hp)
Transmissions: 7-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.)185
 Width (in.)72
 Height (in.)57
 Wheelbase (in.)107
 Weight (lb.)3,485
 % Weight Front/Rear60/40
Cargo Measurement
 Max. Load (lb.)950
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR
Fuel
 Premium
 CR Overall mpg27

| OVERALL SCORE | 57 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 65 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | |

Mercedes-Benz CLS



Mercedes-Benz pioneered the modern four-door-coupe segment with the original CLS almost a dozen years ago. Now, the redesigned third-generation CLS continues to rely on the same recipe: a sleek, low-slung sport sedan with some compromised visibility and cabin access. Fit and finish is excellent, but the controls are complicated. The CLS seats five people. The base engine is a 362-hp turbocharged six-cylinder engine, marking Mercedes-Benz's return to a straight, inline six-cylinder. Forward collision warning, automatic emergency braking, and blind spot warning are standard. Consumers will have to pay for the optional package that includes active steering and adaptive cruise control.



Base Price: \$69,950-\$81,200

Body Styles: sedan

Trim Lines: CLS450, CLS53

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 3.0-liter 6 turbo (362 hp); 3.0-liter 6 turbo (429 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 199 |
| Width (in.) | 74 |
| Height (in.) | 55 |
| Wheelbase (in.) | 116 |
| Weight (lb.) | 4,255 |
| % Weight Front/Rear | NA |

Cargo Measurement

| | |
|-----------------------|----|
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|------------------|----|
| Premium | |
| EPA Combined mpg | 26 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | NA |
| Crash Prevention | Std./A |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average I | | |

Mercedes-Benz E-Class



✓ The E-Class delivers good fuel economy and is quite nimble, making it fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 255-hp, 2.0-liter turbo four-cylinder engine and nine-speed automatic transmission returned a commendable 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother impacts from some potholes. The controls are complicated and distracting; even adjusting the lumbar support is done using the central controller. The seats are supercomfortable, and there is an optional massage feature. Fit and finish is meticulous. Forward collision warning and automatic emergency braking are standard.



Base Price: \$54,050-\$111,750

Body Styles: convertible; coupe; sedan; wagon

Trim Lines: AMG E53, AMG E63 S, E350, E450

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter V6 turbo (362 hp); 3.0-liter 6 turbo (429 hp); 4.0-liter V8 turbo (603 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 194 |
| Width (in.) | 73 |
| Height (in.) | 57 |
| Wheelbase (in.) | 116 |
| Weight (lb.) | 4,030 |
| % Weight Front/Rear | 54/46 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,070 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 24 |

| OVERALL SCORE | 78 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 85 |
| Crash Prevention | Std./A |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | A | A | A |
| Engine, Minor | A | A | A |
| Engine Cooling | A | A | A |
| Transmission, Major | A | A | A |
| Transmission, Minor | A | A | A |
| Drive System | A | A | A |
| Fuel System | A | A | A |
| Electrical | A | A | A |
| Climate System | A | A | A |
| Suspension | A | A | A |
| Brakes | A | A | A |
| Exhaust | A | A | A |
| Paint/Trim | A | A | A |
| Noises/Leaks | D | D | A |
| Body Hardware | A | A | A |
| Power Equipment | D | A | A |
| In-Car Electronics | D | D | D |
| USED CAR VERDICTS | I | I | I |
| NEW CAR PREDICTION | Average I | | |

Mercedes-Benz GLA



Essentially a raised hatchback version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined, and power delivery is uneven. This makes the GLA feel lethargic at first, then power comes on abruptly. Handling is nimble, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor, and headroom is snug. Standard safety features include forward collision warning and automatic emergency braking. Blind spot warning and rear cross traffic warning are optional. The infotainment system is complicated and takes time to master but features compatibility with Android Auto and Apple CarPlay. A redesigned GLA (above) arrives this summer.



Base Price: \$34,250-\$36,250
Body Styles: 4-door SUV
Trim Lines: 250, 45 AMG
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)
Transmissions: 7-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 174 |
| Width (in.) | 71 |
| Height (in.) | 60 |
| Wheelbase (in.) | 106 |
| Weight (lb.) | 3,535 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 795 |
| Cargo Volume, cu.ft. | 23 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 26 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 70 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | ↑ | * |
| Engine, Minor | * | ↑ | * |
| Engine Cooling | * | ↑ | * |
| Transmission, Major | * | ↑ | * |
| Transmission, Minor | * | ↑ | * |
| Drive System | * | ↑ | * |
| Fuel System | * | ↑ | * |
| Electrical | * | ↑ | * |
| Climate System | * | ↑ | * |
| Suspension | * | ↓ | * |
| Brakes | * | ↑ | * |
| Exhaust | * | ↑ | * |
| Paint/Trim | * | ↑ | * |
| Noises/Leaks | * | ↑ | * |
| Body Hardware | * | ↑ | * |
| Power Equipment | * | ↑ | * |
| In-Car Electronics | * | ↑ | * |
| USED CAR VERDICTS | | ↓ | |
| NEW CAR PREDICTION | Average | | ↓ |

Mercedes-Benz GLB



The new Mercedes-Benz GLB compact SUV slots between the GLA and the GLC. The GLB is boxier than those SUVs, with a more rugged, upright appearance. Despite its compact dimensions, the GLB offers an optional, but tight, third-row seat. The GLB's powertrain is more responsive than it is in its A-Class and CLA platform mates. It also feels light on its feet and responsive in corners. The ride is firm, but steady and controlled. The cabin is well finished and quiet. The dash is dominated by a wide screen that stretches across most of the dashboard for the instrument panel and infotainment system. We found it extremely cumbersome to use on the new GLE. The GLB comes with either front- or all-wheel drive. Forward collision warning and automatic emergency braking with pedestrian detection are standard.



Base Price: \$36,600-\$38,600
Body Styles: 4-door SUV
Trim Lines: 250
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (221 hp)
Transmissions: 8-speed sequential

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 182 |
| Width (in.) | 72 |
| Height (in.) | 65 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 3,785 |
| % Weight Front/Rear | 58/42 |
| Cargo Measurement | |
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | NA |
| Fuel | |
| Premium | |
| EPA Combined mpg | 26 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | NA |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | | ↓ |

Mercedes-Benz GLC



✓ The Mercedes-Benz GLC is a capable and pleasant luxury compact SUV, but the control layout and infotainment system are not intuitive to use. The base engine is a 255-hp turbocharged four-cylinder mated to a nine-speed automatic transmission that supplies ample motivation. Driving the GLC is quite enjoyable, thanks to its comfortable ride and athletic handling. The cabin is very quiet. The tastefully appointed cabin is richly furnished with wood and chrome touches. The front seats are super comfortable and supportive. The rear seat is a bit snug. A plug-in hybrid and high-performance AMG versions are also available, as is a coupelike version with reduced visibility and cargo room. Forward collision warning and automatic emergency braking are standard.



Base Price: \$42,500–\$84,100

Body Styles: 4-door SUV

Trim Lines: AMG GLC43, AMG GLC63, GLC300, GLC350e

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (255 hp); 2.0-liter 4 hybrid (315 hp); 3.0-liter V6 turbo (385 hp); 4.0-liter V8 turbo (469 hp)

Transmissions: 7-speed automatic; 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 183 |
| Width (in.) | 74 |
| Height (in.) | 65 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 4,010 |
| % Weight Front/Rear | 53/47 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 950 |
| Cargo Volume, cu.ft. | 28 |
| Towing Capacity (lb.) | 4,850 |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 22 |

| OVERALL SCORE | 72 |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 79 |
| Crash Prevention | Std./↑ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↓ | ↓ | ↑ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↑ |
| Body Hardware | ↑ | ↑ | ↑ |
| Power Equipment | ↑ | ↑ | ↑ |
| In-Car Electronics | ↓ | ↓ | ↓ |
| USED CAR VERDICTS | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | Average ↓ | | |

Mercedes-Benz GLE



The new GLE is very quiet and impeccably finished inside, and has firm, supportive seats. The uplevel GLE450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp, 2.0-liter turbocharged four-cylinder. The GLE rides comfortably, but its handling is rather dull. It comes with a new infotainment system with a wide display that houses the instrument panel and the center screen for the audio, phone, and navigation systems. These, along with some comfort settings, can be changed through the touch screen, touchpad, or steering-wheel, touch-sensitive controls. We found the system to be extremely distracting to use, even with the ability to use voice commands. Forward collision warning and automatic emergency braking are standard.



Base Price: \$54,250–\$77,600

Body Styles: 4-door SUV

Trim Lines: GLE350, GLE450, GLE580

Drive Wheels: Rear, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (255 hp); 3.0-liter 6 turbo (362 hp); 4.0-liter V8 turbo (483 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 194 |
| Width (in.) | 85 |
| Height (in.) | 71 |
| Wheelbase (in.) | 118 |
| Weight (lb.) | 5,145 |
| % Weight Front/Rear | 54/46 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 980 |
| Cargo Volume, cu.ft. | 36.5 |
| Towing Capacity (lb.) | 7,700 |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 20 |

| OVERALL SCORE | 69 |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 80 |
| Crash Prevention | Std./↑ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------|----|----|
| Engine, Major | ↑ | ↑ | * |
| Engine, Minor | ↑ | ↑ | * |
| Engine Cooling | ↑ | ↑ | * |
| Transmission, Major | ↑ | ↑ | * |
| Transmission, Minor | ↑ | ↑ | * |
| Drive System | ↑ | ↑ | * |
| Fuel System | ↑ | ↑ | * |
| Electrical | ↑ | ↑ | * |
| Climate System | ↑ | ↑ | * |
| Suspension | ↑ | ↑ | * |
| Brakes | ↑ | ↑ | * |
| Exhaust | ↑ | ↑ | * |
| Paint/Trim | ↑ | ↑ | * |
| Noises/Leaks | ↑ | ↑ | * |
| Body Hardware | ↑ | ↑ | * |
| Power Equipment | ↑ | ↑ | * |
| In-Car Electronics | ↓ | ↓ | * |
| USED CAR VERDICTS | ↓ | ↓ | ↓ |
| NEW CAR PREDICTION | Worse than average ↓ | | |

Mercedes-Benz GLS



The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter six-cylinder turbo provides plenty of smooth and effortless power. An even more powerful turbocharged V8 is available. The ride is very composed and handling is responsive for such a luxury coach. All of the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike most competitors, the third-row seat is relatively roomy. However, the infotainment system is overly distracting because many common tasks require a few steps. Using steering-wheel controls too easily ends up changing a display or audio selection. Standard safety features include forward collision warning and automatic emergency braking.



Base Price: \$75,950-\$98,800
Body Styles: 4-door SUV
Trim Lines: 450, 580
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter 6 turbo (362 hp); 4.0-liter V8 turbo (483 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 205 |
| Width (in.) | 77 |
| Height (in.) | 73 |
| Wheelbase (in.) | 123 |
| Weight (lb.) | 5,495 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,300 |
| Cargo Volume, cu.ft. | 42.5 |
| Towing Capacity (lb.) | 7,715 |
| Fuel | |
| Premium | |
| CR Overall mpg | 20 |

| OVERALL SCORE | 71 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 86 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | * | * |
| Engine, Minor | ⬆️ | * | * |
| Engine Cooling | ⬆️ | * | * |
| Transmission, Major | ⬆️ | * | * |
| Transmission, Minor | ⬆️ | * | * |
| Drive System | ⬆️ | * | * |
| Fuel System | ⬆️ | * | * |
| Electrical | ⬆️ | * | * |
| Climate System | ⬆️ | * | * |
| Suspension | ⬆️ | * | * |
| Brakes | ⬆️ | * | * |
| Exhaust | ⬆️ | * | * |
| Paint/Trim | ⬆️ | * | * |
| Noises/Leaks | ⬇️ | * | * |
| Body Hardware | ⬆️ | * | * |
| Power Equipment | ⬇️ | * | * |
| In-Car Electronics | ⬇️ | * | * |
| USED CAR VERDICTS | ⬆️ | | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Mercedes-Benz S-Class



The S-Class is brimming with features and qualities that make it stand out among luxury cars. The powerful turbo V8 that we tested provided effortless acceleration. The plush, magic carpet ride is the best we've ever tested, and the cabin is ultra-quiet. Even though the S-Class is large, handling agility is commendable, with quick steering. Along with the seats and steering wheel, the door and center armrests are heated as well. Many controls are overly complicated, however. Forward collision warning and automatic emergency braking are standard. Driving assistance systems include adaptive cruise control that adds convenience in stop-and-go traffic and can even change lanes upon using the directional stalk. Coupe, convertible, plug-in hybrid, and sporty AMG versions are available.



Base Price: \$94,250-\$235,600
Body Styles: convertible; coupe; sedan
Trim Lines: S450, S560, S560e, S63 AMG, S65 AMG
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (362 hp); 3.0-liter V6 hybrid (483 hp); 4.0-liter V8 turbo (463 hp); 4.0-liter V8 turbo (603 hp); 6.0-liter V12 turbo (621 hp)
Transmissions: 9-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 207 |
| Width (in.) | 75 |
| Height (in.) | 59 |
| Wheelbase (in.) | 125 |
| Weight (lb.) | 4,935 |
| % Weight Front/Rear | 53/47 |
| Cargo Measurement | |
| Max. Load (lb.) | 915 |
| Cargo Volume, cu.ft. | 16 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 18 |

| OVERALL SCORE | 74 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 96 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬆️ | ⬇️ | * |
| Brakes | ⬇️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬇️ | * |
| Noises/Leaks | ⬆️ | ⬇️ | * |
| Body Hardware | ⬆️ | ⬇️ | * |
| Power Equipment | ⬇️ | ⬇️ | * |
| In-Car Electronics | ⬇️ | ⬇️ | * |
| USED CAR VERDICTS | ⬇️ | ⬇️ | |
| NEW CAR PREDICTION | Worse than average | | ⬇️ |

Mini Cooper



✓ The Mini hatchback is sporty, quirky, and full of character, whether shoppers opt for the classic two-door or the more practical four-door version. The Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. The non-S has a three-cylinder engine that does the job. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is rather firm, however, and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. The high-performance John Cooper Works version bumps the power to 301 hp and gets firmer suspension. There's a wagonlike Clubman with small barn-style rear doors. Forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning is not available. An EV version with a 110-mile estimated range is new.



Base Price: \$23,400–\$38,400

Body Styles: 2-door hatchback; 4-door hatchback; convertible

Trim Lines: Base, JCW, S, SE

Drive Wheels: Front

Seating: 2 front, 2 rear

Engines: Electric (181 hp); 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp, 301 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential; 1-speed direct

FACTS & FIGURES

Exterior Dimensions

Length (in.) 151
Width (in.) 68
Height (in.) 56
Wheelbase (in.) 98
Weight (lb.) 2,775
% Weight Front/Rear 63/37

Cargo Measurement

Max. Load (lb.) 770
Cargo Volume, cu.ft. 9
Towing Capacity (lb.) NR

Fuel

Premium or electric
CR Overall mpg 30

| OVERALL SCORE | 79 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 80 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------------------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬇ | ⬇ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬇ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬇ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Mini Cooper Countryman



The SUV-like Countryman offers a so-so 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. Performance-oriented John Cooper Works and AWD plug-in hybrid versions are also available. The roomy Countryman features a surprisingly comfortable backseat. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well-finished, and the seats are supportive. The BMW-sourced iDrive system has a learning curve but ultimately proves to be logical. For 2020, forward collision warning and automatic emergency braking with pedestrian detection are standard, but blind spot warning isn't available at all. A seven-speed dual clutch replaced the six-speed automatic transmission.



Base Price: \$28,400–\$41,400

Body Styles: 4-door SUV

Trim Lines: Base, JCW, Plug-in Hybrid, S

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 1.5-liter 3 turbo (134 hp); 1.5-liter 3 hybrid (221 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (301 hp)

Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions

Length (in.) 170
Width (in.) 72
Height (in.) 61
Wheelbase (in.) 105
Weight (lb.) 3,690
% Weight Front/Rear 58/42

Cargo Measurement

Max. Load (lb.) 925
Cargo Volume, cu.ft. 23.5
Towing Capacity (lb.) NR

Fuel

Premium
CR Overall mpg 25

| OVERALL SCORE | 69 |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 82 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------|----|----|
| Engine, Major | * | ⬆ | ⬆ |
| Engine, Minor | * | ⬆ | ⬆ |
| Engine Cooling | * | ⬆ | ⬆ |
| Transmission, Major | * | ⬆ | ⬆ |
| Transmission, Minor | * | ⬆ | ⬆ |
| Drive System | * | ⬆ | ⬆ |
| Fuel System | * | ⬆ | ⬇ |
| Electrical | * | ⬆ | ⬆ |
| Climate System | * | ⬆ | ⬆ |
| Suspension | * | ⬇ | ⬆ |
| Brakes | * | ⬇ | ⬆ |
| Exhaust | * | ⬆ | ⬆ |
| Paint/Trim | * | ⬆ | ⬆ |
| Noises/Leaks | * | ⬇ | ⬆ |
| Body Hardware | * | ⬆ | ⬆ |
| Power Equipment | * | ⬇ | ⬆ |
| In-Car Electronics | * | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬇ | ⬇ | ⬇ |
| NEW CAR PREDICTION | Worse than average ⬇ | | |

Mitsubishi Eclipse Cross



The coupelike Eclipse Cross is an underwhelming SUV, with mundane handling, an unsettled ride, and frustrating controls. Power comes from a lackluster 1.5-liter turbo four-cylinder engine mated to a continuously variable transmission. The Eclipse Cross moves decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. Front- and all-wheel drive are available. The touchpad used to interact with the infotainment system is distracting to use. The driver's seat is short on support. However, it's easy to get in and out, and rear-seat room is generous. Forward collision warning and automatic emergency braking with pedestrian detection are standard on all except the bottom two trims.



Base Price: \$22,995-\$28,745
Body Styles: 4-door SUV
Trim Lines: ES, LE, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (152 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.) 173
Width (in.) 71
Height (in.) 67
Wheelbase (in.) 105
Weight (lb.) 3,515
% Weight Front/Rear 58/42
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 22.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR Overall mpg 24

| OVERALL SCORE | 52 |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | ↓ |
| Road-Test Score | 57 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | I |

Mitsubishi Mirage



Its rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction in 2014, minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with supposedly upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and, for the same price, there are many much better used cars available.



Base Price: \$13,995-\$17,745
Body Styles: 4-door hatchback; sedan
Trim Lines: ES, GT, LE, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.2-liter 3 (78 hp)
Transmissions: 5-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.) 149
Width (in.) 66
Height (in.) 59
Wheelbase (in.) 97
Weight (lb.) 2,085
% Weight Front/Rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) NR
Fuel
Regular
CR Overall mpg 37

| OVERALL SCORE | 31 |
|-----------------------|----|
| Predicted Reliability | I |
| Owner Satisfaction | ↓ |
| Road-Test Score | 29 |
| Crash Prevention | NA |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | I |

Mitsubishi Outlander



Outdated and outclassed, the Outlander struggles to compete. Its high point is a tiny third-row seat that's standard on most versions. Though absorbent, the Outlander's ride feels too buoyant and not tied down--despite Mitsubishi's recent improvement efforts. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when drivers ask for power. Acceleration is leisurely at 10 seconds from 0 to 60 mph, and its 24 mpg overall is lackluster. Top-tier GT trims get a 3.0-liter V6 and six-speed automatic. Forward collision warning, automatic emergency braking, and lane departure warning are standard on most trims. The plug-in hybrid can do a claimed 22 miles on electric power before switching to hybrid mode. It has no third row.



Base Price: \$24,895-\$41,695

Body Styles: 4-door SUV

Trim Lines: ES, GT, PHEV, SE, SEL

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 hybrid (197 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)

Transmissions: 6-speed automatic; CVT; 1-speed direct

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 185 |
| Width (in.) | 71 |
| Height (in.) | 66 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,610 |
| % Weight Front/Rear | 56/44 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,155 |
| Cargo Volume, cu.ft. | 32.5 |
| Towing Capacity (lb.) | 1,500 |

Fuel

| | |
|--------------------|----|
| Regular or premium | |
| CR Overall mpg | 24 |

| OVERALL SCORE | 54 |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | ✓ |
| Road-Test Score | 59 |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬇ | * |
| Fuel System | ⬆ | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | ⬆ | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | I | ⬆ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | ⬆ | I | * |
| Noises/Leaks | ⬇ | ⬆ | * |
| Body Hardware | ⬆ | ⬆ | * |
| Power Equipment | ⬆ | I | * |
| In-Car Electronics | ⬇ | ⬆ | * |
| USED CAR VERDICTS | ⬆ | ⬇ | |
| NEW CAR PREDICTION | Average | | I |

Mitsubishi Outlander Sport



Freshened for 2020, this shortened version of the Outlander has less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Updates for 2020 include Apple CarPlay and Android Auto compatibility, and added advanced safety equipment.



Base Price: \$22,595-\$26,995

Body Styles: 4-door SUV

Trim Lines: ES, GT, SE

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)

Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 169 |
| Width (in.) | 70 |
| Height (in.) | 64 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,290 |
| % Weight Front/Rear | 59/41 |

Cargo Measurement

| | |
|-----------------------|------|
| Max. Load (lb.) | 825 |
| Cargo Volume, cu.ft. | 25.5 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|------------------|----|
| Regular | |
| EPA Combined mpg | 26 |

| OVERALL SCORE | NA |
|-----------------------|------|
| Predicted Reliability | I |
| Owner Satisfaction | ✓ |
| Road-Test Score | NA |
| Crash Prevention | Opt. |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬇ | * |
| Fuel System | ⬆ | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | ⬆ | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | I | ⬆ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | ⬆ | I | * |
| Noises/Leaks | ⬇ | ⬆ | * |
| Body Hardware | ⬆ | ⬆ | * |
| Power Equipment | ⬆ | I | * |
| In-Car Electronics | ⬇ | ⬆ | * |
| USED CAR VERDICTS | ⬆ | ⬇ | |
| NEW CAR PREDICTION | Average | | I |

Nissan Altima



✓ The Altima is a rather unremarkable midsize sedan. That said, it's a competitive car that gets the job done. It delivers on room, fuel economy, and user-friendliness. But the driving experience is bland, falling short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available. There's also a more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, if a bit too low for easy access. Controls are very easy to use, and both Android Auto and Apple CarPlay are compatible. To its credit, standard safety systems include automatic emergency braking.



Base Price: \$24,100-\$35,180
Body Styles: sedan
Trim Lines: Platinum, S, SL, SR, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.5-liter 4 (188 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.) 193
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,240
% Weight Front/Rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) NR
Fuel
Regular or premium
CR Overall mpg 31

| OVERALL SCORE | 84 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 81 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬇ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬇ | ⬆ |
| In-Car Electronics | ⬇ | ⬇ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬇ | ⬆ |
| NEW CAR PREDICTION | Much better than average | | ⬆ |

Nissan Armada



This less expensive version of the Infiniti QX80 is powered by a slick and robust 390-hp, 5.6-liter V8. We got a paltry 14 mpg overall, however. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated and cluttered, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power fold and unfold. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. Forward collision warning and automatic emergency braking are standard.



Base Price: \$47,100-\$63,530
Body Styles: 4-door SUV
Trim Lines: Platinum, Platinum Reserve, SL, SV
Drive Wheels: Rear, 4WD
Seating: 2 front, 2 rear, 3 third
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.) 209
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,910
% Weight Front/Rear 52/48
Cargo Measurement
Max. Load (lb.) 1,545
Cargo Volume, cu.ft. 47
Towing Capacity (lb.) 8,500
Fuel
Regular
CR Overall mpg 14

| OVERALL SCORE | 63 |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 69 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | * | * |
| Engine, Minor | ⬆ | * | * |
| Engine Cooling | ⬆ | * | * |
| Transmission, Major | ⬆ | * | * |
| Transmission, Minor | ⬆ | * | * |
| Drive System | ⬆ | * | * |
| Fuel System | ⬆ | * | * |
| Electrical | ⬆ | * | * |
| Climate System | ⬆ | * | * |
| Suspension | ⬆ | * | * |
| Brakes | ⬆ | * | * |
| Exhaust | ⬆ | * | * |
| Paint/Trim | ⬆ | * | * |
| Noises/Leaks | ⬆ | * | * |
| Body Hardware | ⬆ | * | * |
| Power Equipment | ⬇ | * | * |
| In-Car Electronics | ⬆ | * | * |
| USED CAR VERDICTS | ⬇ | | |
| NEW CAR PREDICTION | Average | | ⬇ |

Nissan Frontier



The Frontier gets an all-new 310-hp V6 paired with a nine-speed automatic for 2020, the last year before a total redesign. This combination promises better fuel economy and more power than the old 2.5-liter four-cylinder and manual transmission. Last redesigned in 2005, the compact Frontier pickup truck is a dated design that lacks polish. In our tests we found the Frontier to be quick and relatively nimble, but it has a very stiff ride. The previous V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. The Frontier scored a Marginal in both of the IIHS small overlap front crash tests. Key advanced safety and driver assist systems are unavailable.



Base Price: \$23,000-\$38,000E

Body Styles: crew cab; extended cab

Trim Lines: Desert Runner, PRO-4X, S, SL, SV

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear

Engines: 3.8-liter V6 (310 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 206 |
| Width (in.) | 73 |
| Height (in.) | 70 |
| Wheelbase (in.) | 126 |
| Weight (lb.) | 4,655 |
| % Weight Front/Rear | 55/45 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,160 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 6,100 |

Fuel

| | |
|------------------|----|
| Regular | |
| EPA combined mpg | NA |

| OVERALL SCORE | NA |
|-----------------------|----|
| Predicted Reliability | I |
| Owner Satisfaction | ✓ |
| Road-Test Score | NA |
| Crash Prevention | NA |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬆ | * |
| Fuel System | I | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | I | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | ⬆ | ⬆ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | I | I | * |
| Noises/Leaks | ✓ | ⬆ | * |
| Body Hardware | I | ⬆ | * |
| Power Equipment | ✓ | ⬆ | * |
| In-Car Electronics | ⬆ | ⬆ | * |
| USED CAR VERDICTS | I | I | |
| NEW CAR PREDICTION | Average | | I |

Nissan Kicks



Nissan replaced the funky-looking Juke with the Kicks, throwing it into the mix of the growing segment of subcompact crossovers. The Kicks is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the better versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a CVT, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Interior room is generous for the class, and the controls are easy to use. Handling is mundane, and the ride is rather choppy. Forward collision warning and automatic emergency braking come standard.



Base Price: \$18,870-\$21,120

Body Styles: wagon

Trim Lines: S, SR, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 1.6-liter 4 (122 hp)

Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 169 |
| Width (in.) | 69 |
| Height (in.) | 62 |
| Wheelbase (in.) | 103 |
| Weight (lb.) | 2,630 |
| % Weight Front/Rear | 61/39 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 25 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 32 |

| OVERALL SCORE | 61 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ✓ |
| Road-Test Score | 64 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|---------|----|----|
| Engine, Major | | * | * |
| Engine, Minor | | * | * |
| Engine Cooling | | * | * |
| Transmission, Major | | * | * |
| Transmission, Minor | | * | * |
| Drive System | | * | * |
| Fuel System | | * | * |
| Electrical | | * | * |
| Climate System | | * | * |
| Suspension | | * | * |
| Brakes | | * | * |
| Exhaust | | * | * |
| Paint/Trim | | * | * |
| Noises/Leaks | | * | * |
| Body Hardware | | * | * |
| Power Equipment | | * | * |
| In-Car Electronics | | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | I |

Nissan Leaf



The standard Leaf EV has a 40-kWh battery that delivered a range of 150 miles in our tests. The Plus version gets a 62-kWh battery, which gives the Leaf an estimated EPA range of 215 miles. It also gets a more powerful motor that makes the Leaf Plus a second quicker from 0-60 mph than the 40-kWh Leaf. It takes 8 hours to charge the standard Leaf on a 240-volt connector and 10.5 hours to charge the 62-kWh Plus. The Leaf’s ride is a bit tender, which makes it feel soft until it hits a bump hard. Handling is mundane but secure. The driving position is uncomfortable because the steering wheel doesn’t telescope for reach. The optional ProPilot Assist can keep the car in its lane and adjust its speed according to traffic. Forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning are standard.



Base Price: \$31,600-\$43,900
Body Styles: 4-door hatchback
Trim Lines: S, SL, SL Plus, S Plus, SV, SV Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (147 hp); Electric (214 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions
Length (in.) 176
Width (in.) 71
Height (in.) 61
Wheelbase (in.) 106
Weight (lb.) 3,850
% Weight Front/Rear 57/43
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 24
Towing Capacity (lb.) NR
Fuel
Electric
CR Overall mpge 104-112

| OVERALL SCORE | 61-68 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 62-73 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | ^ | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | ^ | ^ | ^ |
| Drive System | ^ | I | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | I | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | I | I |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | I | ^ |
| In-Car Electronics | I | I | ^ |
| USED CAR VERDICTS | ^ | I | ^ |
| NEW CAR PREDICTION | Average | | I |

Nissan Maxima



✓ The Maxima continues to use Nissan’s smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan in this class. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof. Forward collision warning with automatic emergency braking is standard.



Base Price: \$34,250-\$41,640
Body Styles: sedan
Trim Lines: Platinum, S, SL, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (300 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.) 193
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,535
% Weight Front/Rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) NR
Fuel
Premium
CR Overall mpg 25

| OVERALL SCORE | 80 |
|-----------------------|--------|
| Predicted Reliability | ^ |
| Owner Satisfaction | I |
| Road-Test Score | 81 |
| Crash Prevention | Std./^ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ^ | ^ | * |
| Engine, Minor | ^ | ^ | * |
| Engine Cooling | ^ | ^ | * |
| Transmission, Major | ^ | ^ | * |
| Transmission, Minor | ^ | ^ | * |
| Drive System | ^ | ^ | * |
| Fuel System | ^ | ^ | * |
| Electrical | ^ | ^ | * |
| Climate System | ^ | ^ | * |
| Suspension | ^ | ^ | * |
| Brakes | I | ^ | * |
| Exhaust | ^ | ^ | * |
| Paint/Trim | I | I | * |
| Noises/Leaks | I | I | * |
| Body Hardware | ^ | I | * |
| Power Equipment | ^ | I | * |
| In-Car Electronics | ^ | ^ | * |
| USED CAR VERDICTS | ^ | I | ^ |
| NEW CAR PREDICTION | Better than average | | ^ |

Nissan Murano



✓ Nissan’s midsize SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility are hindered, however. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim’s 20-inch tires. Forward collision warning with automatic emergency braking is standard. Optional safety features include blind spot warning and rear cross traffic warning. An available 8-inch color display houses the NissanConnect infotainment system, which is easy to use.



Base Price: \$31,530-\$45,330
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 192 |
| Width (in.) | 75 |
| Height (in.) | 67 |
| Wheelbase (in.) | 111 |
| Weight (lb.) | 4,025 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 900 |
| Cargo Volume, cu.ft. | 33.5 |
| Towing Capacity (lb.) | 1,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 21 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 75 |
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 77 |
| Crash Prevention | Std./⬆ |

| | | | |
|----------------------------|-----------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬇ |
| Noises/Leaks | ⬇ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬇ | ⬇ | ⬆ |
| USED CAR VERDICTS | ⬇ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Nissan Pathfinder



The midsize Pathfinder has seating for up to seven, but the second-row seat is very low and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. We found the ride to be comfortable enough, but handling lacks agility. The quiet cabin is spacious, and the controls are fairly easy to master. The passenger-side rear seat can be moved forward with a child seat installed. A recent freshening saw the V6 gain 24 hp and an increase in towing capacity to 6,000 pounds. Forward collision warning with automatic emergency braking is standard. Blind spot warning and rear cross traffic warning are available. A new feature reminds parents to check for children in the rear seats before exiting the vehicle.



Base Price: \$31,680-\$44,610
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front, 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (284 hp)
Transmissions: CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 199 |
| Width (in.) | 77 |
| Height (in.) | 70 |
| Wheelbase (in.) | 114 |
| Weight (lb.) | 4,505 |
| % Weight Front/Rear | 54/46 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,150 |
| Cargo Volume, cu.ft. | 39.5 |
| Towing Capacity (lb.) | 6,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 18 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 68 |
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 72 |
| Crash Prevention | Std./⬆ |

| | | | |
|----------------------------|-----------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬆ | * |
| Fuel System | ⬆ | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | ⬇ | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | ⬆ | ⬆ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | ⬇ | ⬇ | * |
| Noises/Leaks | ⬆ | ⬇ | * |
| Body Hardware | ⬆ | ⬇ | * |
| Power Equipment | ⬆ | ⬆ | * |
| In-Car Electronics | ⬇ | ⬆ | * |
| USED CAR VERDICTS | ⬇ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Average ⬇ | | |

Nissan Rogue



✓ The easy-to-drive Rogue is one of the better small SUVs. It is relatively roomy and quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to a continuously variable transmission. The CVT is not overly intrusive unless the driver tromps on the gas pedal, which results in elevated engine noise. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and is nicely finished. The rear seat is very roomy. Forward collision warning, automatic emergency braking, blind spot warning, rear cross traffic warning, and lane departure warning are standard for all trims. A rear-seat monitor, reminding parents to make sure they didn't leave the kids behind, is also standard.



Base Price: \$25,300-\$33,040
Body Styles: 4-door SUV
Trim Lines: S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (170 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.)185
Width (in.)72
Height (in.) 66
Wheelbase (in.)107
Weight (lb.) 3,590
% Weight Front/Rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.)1,100
Fuel
Regular
CR Overall mpg24

| OVERALL SCORE | 75 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 74 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬇ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬇ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬇ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬇ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Nissan Rogue Sport



✓ Measuring a foot shorter than the familiar Rogue, the Rogue Sport is a less expensive, more compact SUV. All trims use the same 141-hp, 2.0-liter four-cylinder engine mated to a continuously variable transmission. In our tests, we got 26 mpg overall, which doesn't stand out in the class. The powertrain is pleasant, though not overly powerful. The Sport handles responsively and rides in a refined manner, with cabin noise kept to reasonable levels. We like the easy-to-use controls and infotainment system. In addition, the Sport offers a 360-degree-view camera, which is helpful for negotiating tight parking spaces. Forward collision warning with automatic emergency braking is standard.



Base Price: \$23,240-\$29,800
Body Styles: 4-door SUV
Trim Lines: S, SL, SV
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (141 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.)173
Width (in.)72
Height (in.)63
Wheelbase (in.)104
Weight (lb.) 3,365
% Weight Front/Rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) NR
Fuel
Regular
CR Overall mpg26

| OVERALL SCORE | 78 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 72 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|----------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬇ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬇ | ⬆ |
| Noises/Leaks | ⬇ | ⬇ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬇ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much better than average ⬆ | | |

Nissan Sentra



The redesigned Sentra sheds the dowdy look of its predecessor and gets several major upgrades. A 149-hp, 2.0-liter four-cylinder engine replaces the 1.8-liter, and the continuously variable transmission gets more refined. The car is now lower and wider, and gets a more advanced rear suspension that improves ride and handling. The interior looks upscale, especially in the SR and SV with the premium package, and buyers can get a power seat, leather upholstery, and heated seats. The rear seat is relatively roomy, and the infotainment screen is easy to use. All trims except the base S version have Android Auto and Apple CarPlay capabilities. Nissan's Safety Shield 360 is standard and includes forward collision warning, automatic emergency braking with pedestrian detection, and blind spot warning, but not lane keeping assistance.



Base Price: \$19,090-\$21,430

Body Styles: sedan

Trim Lines: S, SR, SV

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 (149 hp)

Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 183 |
| Width (in.) | 72 |
| Height (in.) | 57 |
| Wheelbase (in.) | 107 |
| Weight (lb.) | 3,045 |
| % Weight Front/Rear | 61/39 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 880 |
| Cargo Volume, cu.ft. | 14 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|------------------|----|
| Regular | |
| EPA Combined mpg | 32 |

| OVERALL SCORE | NA |
|-----------------------|---------|
| Predicted Reliability | I |
| Owner Satisfaction | ✓ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ⬆️ | * | * |
| Engine, Minor | ⬆️ | * | * |
| Engine Cooling | ⬆️ | * | * |
| Transmission, Major | ⬆️ | * | * |
| Transmission, Minor | ⬆️ | * | * |
| Drive System | ⬆️ | * | * |
| Fuel System | ⬆️ | * | * |
| Electrical | ⬆️ | * | * |
| Climate System | ⬆️ | * | * |
| Suspension | I | * | * |
| Brakes | ⬇️ | * | * |
| Exhaust | ⬆️ | * | * |
| Paint/Trim | ✓ | * | * |
| Noises/Leaks | ✓ | * | * |
| Body Hardware | ⬆️ | * | * |
| Power Equipment | I | * | * |
| In-Car Electronics | ⬆️ | * | * |
| USED CAR VERDICTS | I | | |
| NEW CAR PREDICTION | Average I | | |

Nissan Titan



The regular Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup. The light-duty Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in goose-neck trailer hitch for extra-heavy trailers. A substantially refreshed Titan debuts for 2020 and includes a nine-speed automatic (replacing the seven-speed), new interior and exterior styling, an available 9-inch touch-screen infotainment system, and lots of standard safety features, such as automatic emergency braking, forward collision warning, blind spot warning, rear cross traffic warning, and lane departure warning.



Base Price: \$30,690-\$57,840

Body Styles: crew cab; extended cab

Trim Lines: Platinum Reserve, PRO-4X, S, SL, SV

Drive Wheels: Rear, 4WD

Seating: 3 front, 3 rear

Engines: 5.6-liter V8 (400 hp)

Transmissions: 9-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 228 |
| Width (in.) | 80 |
| Height (in.) | 77 |
| Wheelbase (in.) | 140 |
| Weight (lb.) | 5,770 |
| % Weight Front/Rear | 58/42 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,435 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 9,390 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 16 |

| OVERALL SCORE | 58 |
|-----------------------|---------|
| Predicted Reliability | ✓ |
| Owner Satisfaction | ✓ |
| Road-Test Score | 70 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----------------------|----|----|
| Engine, Major | I | ⬆️ | * |
| Engine, Minor | I | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬇️ | ⬆️ | * |
| Suspension | ⬆️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ✓ | * |
| Paint/Trim | ⬇️ | ⬆️ | * |
| Noises/Leaks | ✓ | ⬆️ | * |
| Body Hardware | I | ⬆️ | * |
| Power Equipment | ⬇️ | ⬆️ | * |
| In-Car Electronics | I | ⬆️ | * |
| USED CAR VERDICTS | ⬇️ | ✓ | |
| NEW CAR PREDICTION | Worse than average ✓ | | |

Nissan Versa



Although it’s more stylish with the 2020 redesign, the Nissan Versa continues to be a basic, inexpensive subcompact. Available as a sedan only, we found it easy to drive and user-friendly. Unlike most of its competitors, it comes with standard key advanced safety features, like automatic emergency braking. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall, but some midsize sedans—let alone compact ones—can match or better that. The driver’s seat is short on support, and unlike previous Versas, the rear seat is tight. A more substantial used car can be had at the same price, but those who consider the Versa should get the SV for its blind spot warning and Android Auto and Apple CarPlay compatibility.



Base Price: \$14,730–\$18,240
Body Styles: sedan
Trim Lines: S, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (122 hp)
Transmissions: 5-speed manual; CVT

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 177 |
| Width (in.) | 69 |
| Height (in.) | 57 |
| Wheelbase (in.) | 103 |
| Weight (lb.) | 2,670 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 840 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 32 |

| OVERALL SCORE | |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 61 |
| Crash Prevention | Std./A |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average I | | |

Nissan Z



Employing a strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn’t as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z’s well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. A higher-performance NISMO version is also available. A noise cancelation/enhancement system helps to quiet some of the interior racket. A 50th Anniversary Edition is new for the 2020 model year.



Base Price: \$30,090–\$47,190
Body Styles: coupe
Trim Lines: 50th Anniv Edition, Base, NISMO, Sport, Sport Touring
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 7-speed automatic; 6-speed manual

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 167 |
| Width (in.) | 73 |
| Height (in.) | 52 |
| Wheelbase (in.) | 100 |
| Weight (lb.) | 3,385 |
| % Weight Front/Rear | 54/46 |
| Cargo Measurement | |
| Max. Load (lb.) | 450 |
| Cargo Volume, cu.ft. | 7 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 23 |

| OVERALL SCORE | |
|-----------------------|----|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 81 |
| Crash Prevention | NA |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average I | | |

Porsche 718 Boxster



✓ This well-honed thoroughbred of a sports car is a delight to drive. The available seven-speed automatic impersonates a manually shifted gearbox quite well. A manual transmission is also available. Both the 2.0- and 2.5-liter turbo engines deliver readily available power. Handling is superlative, with impressive grip and balance, which makes the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds, even on the move up to 43 mph. The front trunk is a bonus. For 2020, a new 718 Spyder version is powered by a 414-hp, 4.0-liter six-cylinder along with sportier suspension tuning.



Base Price: \$59,000-\$96,300
Body Styles: convertible
Trim Lines: Base, GT4, GTS, S, Spyder
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 2.5-liter 4 turbo (365 hp); 4.0-liter 6 (414 hp)
Transmissions: 6-speed manual; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 172
 Width (in.) 71
 Height (in.) 50
 Wheelbase (in.) 97
 Weight (lb.) 3,150
 % Weight Front/Rear 44/56
Cargo Measurement
 Max. Load (lb.) 485
 Cargo Volume, cu.ft. 4
 Towing Capacity (lb.) NR
Fuel
 Premium
 CR Overall mpg 26

| OVERALL SCORE | 88 |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 95 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | * | * |
| Engine, Minor | ⬆ | * | * |
| Engine Cooling | ⬆ | * | * |
| Transmission, Major | ⬆ | * | * |
| Transmission, Minor | ⬆ | * | * |
| Drive System | ⬆ | * | * |
| Fuel System | ⬆ | * | * |
| Electrical | ⬆ | * | * |
| Climate System | ⬆ | * | * |
| Suspension | ⬆ | * | * |
| Brakes | ⬆ | * | * |
| Exhaust | ⬆ | * | * |
| Paint/Trim | ⬆ | * | * |
| Noises/Leaks | ⬇ | * | * |
| Body Hardware | ⬆ | * | * |
| Power Equipment | ⬆ | * | * |
| In-Car Electronics | ⬆ | * | * |
| USED CAR VERDICTS | ⬆ | | |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Porsche 718 Cayman



Much like the Boxster it is based on, the fixed roof Cayman is quite enjoyable to drive. The base and S versions of the Cayman are offered with a choice of a six-speed manual or a seven-speed automatic transmission. Both of the four-cylinder, turbocharged engines are responsive and energetic. Handling remains superb, with immediate response from the communicative steering and almost no body lean, making the Porsche fun to drive. The very firm ride is not overly punishing for a sports car, but it's not ideal for a long trip. The front trunk and hatchback provide a surprising amount of storage space. The 2020 model year brings a new GT4 model powered by a 414-hp, 4.0-liter six-cylinder along with sportier suspension tuning.



Base Price: \$57,500-\$99,200
Body Styles: coupe
Trim Lines: Base, GT4, GTS, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp); 2.5-liter 4 turbo (365 hp); 4.0-liter 6 (414 hp)
Transmissions: 6-speed manual; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 172
 Width (in.) 71
 Height (in.) 51
 Wheelbase (in.) 97
 Weight (lb.) 3,055
 % Weight Front/Rear 45/55
Cargo Measurement
 Max. Load (lb.) 680
 Cargo Volume, cu.ft. 10
 Towing Capacity (lb.) NR
Fuel
 Premium
 EPA Combined mpg 24

| OVERALL SCORE | NA |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | NA |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | * | * |
| Engine, Minor | ⬆ | * | * |
| Engine Cooling | ⬆ | * | * |
| Transmission, Major | ⬆ | * | * |
| Transmission, Minor | ⬆ | * | * |
| Drive System | ⬆ | * | * |
| Fuel System | ⬆ | * | * |
| Electrical | ⬆ | * | * |
| Climate System | ⬆ | * | * |
| Suspension | ⬆ | * | * |
| Brakes | ⬆ | * | * |
| Exhaust | ⬆ | * | * |
| Paint/Trim | ⬆ | * | * |
| Noises/Leaks | ⬇ | * | * |
| Body Hardware | ⬆ | * | * |
| Power Equipment | ⬆ | * | * |
| In-Car Electronics | ⬆ | * | * |
| USED CAR VERDICTS | ⬆ | | |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Porsche 911



The 911's unmistakable silhouette and rear-engine layout remain in the 2020 redesign. Both rear- or all-wheel drive are available. A 379-hp, turbocharged 3.0-liter six-cylinder engine and eight-speed dual-clutch automatic transmission are standard. Porsche purists will rejoice at the fact that the new 911 still offers a seven-speed manual transmission. Infotainment updates include a 10.9-inch touch screen with Apple CarPlay compatibility. Forward collision warning and automatic emergency braking are standard on the redesigned 911. Adaptive cruise control with stop-and-go traffic capability is optional. Previously tested 911s were quick and had sublime handling. The ride wasn't particularly taxing on long trips, thanks to its relatively supple ride and subdued noise levels.



Base Price: \$97,400-\$133,400
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera 4S, Carrera S
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (379 hp); 3.0-liter 6 turbo (443 hp)
Transmissions: 7-speed manual; 8-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.)178
 Width (in.)73
 Height (in.)51
 Wheelbase (in.)97
 Weight (lb.)3,380
 % Weight Front/RearNA
Cargo Measurement
 Max. Load (lb.)995
 Cargo Volume, cu.ft.5
 Towing Capacity (lb.)NR
Fuel
 Premium
 EPA Combined mpg20

| OVERALL SCORE | NA |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | NA |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Porsche Cayenne



✓ The Cayenne luxury SUV drives almost like a sports car. Few SUVs can match it when it comes to handling agility. It can be driven with gusto on winding roads. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. Automatic emergency braking is standard. Blind spot warning and lane keeping assistance are optional. A new Turbo S E-Hybrid model, with a 4.0-liter twin-turbo V8 engine and an electric motor, is new for 2020.



Base Price: \$66,800-\$164,400
Body Styles: 4-door SUV
Trim Lines: Base, E-Hybrid, S, Turbo, Turbo S E-Hybrid
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.9-liter V6 turbo (434 hp); 3.0-liter V6 turbo (335 hp); 3.0-liter V6 hybrid (455 hp); 4.0-liter V8 turbo (541 hp); 4.0-liter V8 hybrid (670 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.)194
 Width (in.)78
 Height (in.)67
 Wheelbase (in.)114
 Weight (lb.)4,680
 % Weight Front/Rear56/44
Cargo Measurement
 Max. Load (lb.)1,475
 Cargo Volume, cu.ft.32
 Towing Capacity (lb.)7,715
Fuel
 Premium
 CR Overall mpg21

| OVERALL SCORE | 88 |
|-----------------------|-------|
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 87 |
| Crash Prevention | Std./ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | * | |
| Engine, Minor | | * | |
| Engine Cooling | | * | |
| Transmission, Major | | * | |
| Transmission, Minor | | * | |
| Drive System | | * | |
| Fuel System | | * | |
| Electrical | | * | |
| Climate System | | * | |
| Suspension | | * | |
| Brakes | | * | |
| Exhaust | | * | |
| Paint/Trim | | * | |
| Noises/Leaks | | * | |
| Body Hardware | | * | |
| Power Equipment | | * | |
| In-Car Electronics | | * | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much better than average | | |

Porsche Macan



✓ The Macan combines much of the performance and feel of Porsche’s sports cars with the functional package of a small SUV. Both 3.0-liter turbocharged V6 and 2.0-liter turbo four-cylinder engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we’ve ever tested. The seats, controls, fit and finish, and attention to detail are all first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Though the Macan isn’t meant for utilitarian tasks, it possesses impressively high towing and payload capacities. New for 2020 is the Macan GTS version, which gets a 375-hp, 2.9-liter twin-turbo V6 engine.



Base Price: \$50,900–\$83,600
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (248 hp); 2.9-liter V6 turbo (375 hp); 2.9-liter V6 turbo (434 hp); 3.0-liter V6 turbo (348 hp)
Transmissions: 7-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.)185
 Width (in.)76
 Height (in.)64
 Wheelbase (in.)111
 Weight (lb.) 4,415
 % Weight Front/Rear 57/43
Cargo Measurement
 Max. Load (lb.)1,150
 Cargo Volume, cu.ft.29
 Towing Capacity (lb.) 4,410
Fuel
 Premium
 CR Overall mpg19

| OVERALL SCORE | 82 |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 84 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | * |
| Engine, Minor | ⬆ | ⬆ | * |
| Engine Cooling | ⬆ | ⬆ | * |
| Transmission, Major | ⬆ | ⬆ | * |
| Transmission, Minor | ⬆ | ⬆ | * |
| Drive System | ⬆ | ⬆ | * |
| Fuel System | ⬆ | ⬆ | * |
| Electrical | ⬆ | ⬆ | * |
| Climate System | ⬆ | ⬆ | * |
| Suspension | ⬆ | ⬆ | * |
| Brakes | ⬆ | ⬆ | * |
| Exhaust | ⬆ | ⬆ | * |
| Paint/Trim | ⬆ | ⬆ | * |
| Noises/Leaks | ⬆ | ⬆ | * |
| Body Hardware | ⬆ | ⬆ | * |
| Power Equipment | ⬆ | ⬆ | * |
| In-Car Electronics | ⬆ | ⬆ | * |
| USED CAR VERDICTS | ⬆ | ⬆ | |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Porsche Panamera



The second-generation Panamera preserves the original’s sporty Porsche driving experience. This large, four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbocharged engines provide plenty of motivation. An optional air suspension and advanced safety features are also available. The Panamera delivers performance and agility along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The new interior features a large touch screen to interface with audio, navigation, and various settings. Also new is a confusing electronic gear selector, which is surrounded by a piano-black surface that houses many flush buttons.



Base Price: \$87,200–\$198,100
Body Styles: 4-door hatchback
Trim Lines: 4, 4 E-Hybrid, 4S, Base, Executive, Sport Turismo, Turbo
Drive Wheels: Rear, AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 hybrid (462 hp); 3.0-liter V6 turbo (330 hp); 4.0-liter V8 turbo (550 hp); 4.0-liter V8 hybrid (680 hp)
Transmissions: 8-speed sequential

FACTS & FIGURES

Exterior Dimensions
 Length (in.)199
 Width (in.)76
 Height (in.)56
 Wheelbase (in.) 116
 Weight (lb.)4,125
 % Weight Front/Rear NA
Cargo Measurement
 Max. Load (lb.) 990
 Cargo Volume, cu.ft.17
 Towing Capacity (lb.) NR
Fuel
 Premium
 EPA Combined mpg23

| OVERALL SCORE | NA |
|-----------------------|------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | NA |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average ⬆ | | |

Porsche Taycan



Porsche takes on Tesla with a new, all-electric sedan that promises the power, performance, and high-tech vibe to rival the Model S. Initially, two high-end versions--the Turbo and Turbo S--were available. A less expensive 4S is now also available, with a starting price of \$103,800. The standard battery has a capacity of 79 kWh, and the optional one has 93 kWh. Charging times can be quick through a DC fast charger. In those specific venues, the car will be able to charge from 5 percent to 80 percent in 22.5 minutes, according to Porsche. The Taycan's EPA estimated range is around 200 miles for the Turbo version, significantly shorter than Tesla's. Our brief experience indicates that the Taycan is very quick and rides comfortably, but interior ambience is less impressive than it is in other Porsche models.



Base Price: \$103,800-\$185,000
Body Styles: sedan
Trim Lines: 4S, Turbo, Turbo S
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: Electric (522 hp); Electric (562 hp); Electric (616 hp); Electric (670 hp); Electric (750 hp)
Transmissions: 2-speed direct

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 195 |
| Width (in.) | 78 |
| Height (in.) | 54 |
| Wheelbase (in.) | 114 |
| Weight (lb.) | 4,955 |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | 1,395 |
| Cargo Volume, cu.ft. | 14 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Electric | |
| EPA Combined mpge | 69 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | NA |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ↓ |

Ram 1500



The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly due to its rear coil-spring suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option ensures seamless stop/start at idle. We got 17 mpg overall. The base 3.6-liter V6 has that setup as standard equipment. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely--a plus. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. The top trim Limited is lavishly furnished inside and features an enormous 12-inch touch screen for the Uconnect system. Advanced safety features, such as forward collision warning, automatic emergency braking, and blind spot warning, are optional. A new diesel engine is available.



Base Price: \$32,145-\$57,265
Body Styles: crew cab; extended cab
Trim Lines: Big Horn, HFE, Laramie, Laramie Longhorn, Limited, Lone Star, Rebel, Tradesman
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (260 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|--------|
| Length (in.) | 233 |
| Width (in.) | 82 |
| Height (in.) | 78 |
| Wheelbase (in.) | 145 |
| Weight (lb.) | 5,355 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,690 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 11,340 |
| Fuel | |
| Regular or diesel | |
| CR Overall mpg | 17 |

| OVERALL SCORE | 58 |
|-----------------------|------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 83 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|-------------------------|----|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | ↑ |
| Engine, Minor | ↑ | ↑ | ↑ |
| Engine Cooling | ↑ | ↑ | ↑ |
| Transmission, Major | ↑ | ↑ | ↑ |
| Transmission, Minor | ↑ | ↑ | ↑ |
| Drive System | ↑ | ↑ | ↑ |
| Fuel System | ↑ | ↑ | ↑ |
| Electrical | ↑ | ↑ | ↑ |
| Climate System | ↑ | ↑ | ↑ |
| Suspension | ↑ | ↑ | ↑ |
| Brakes | ↑ | ↑ | ↓ |
| Exhaust | ↑ | ↑ | ↑ |
| Paint/Trim | ↑ | ↑ | ↑ |
| Noises/Leaks | ↑ | ↑ | ↓ |
| Body Hardware | ↓ | ↑ | ↑ |
| Power Equipment | ↑ | ↑ | ↓ |
| In-Car Electronics | ↑ | ↓ | ↓ |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | ↓ | ↓ | ↓ |
| Much worse than average | | | ↓ |

Subaru Ascent



✓ The Ascent is a very functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder. This engine delivers ample power in daily driving and gets 22 mpg overall, comparable with its rivals from Honda, Kia, and Toyota. It takes some getting used to the rather jumpy initial takeoff, however. The Ascent's plush ride is extraordinary in how it mops up bumps, and yet it remains steady and controlled. This is not the most agile SUV in the corners, but it proves ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable. Controls are very user-friendly. Subaru's EyeSight suite of active safety features is standard. New for 2020 is a standard rear-seat reminder system.



Base Price: \$31,995-\$45,045

Body Styles: 4-door SUV

Trim Lines: Base, Limited, Premium, Touring

Drive Wheels: AWD

Seating: 2 front, 2 rear, 3 third

Engines: 2.4-liter 4 turbo (260 hp)

Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 197 |
| Width (in.) | 76 |
| Height (in.) | 72 |
| Wheelbase (in.) | 114 |
| Weight (lb.) | 4,550 |
| % Weight Front/Rear | 55/45 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,160 |
| Cargo Volume, cu.ft. | 40.5 |
| Towing Capacity (lb.) | 5,000 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 22 |

| OVERALL SCORE | 82 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 93 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----|----|----|
| Engine, Major | | | ⬆️ |
| Engine, Minor | | | ⬆️ |
| Engine Cooling | | | ⬆️ |
| Transmission, Major | | | ⬆️ |
| Transmission, Minor | | | ⬆️ |
| Drive System | | | ⬆️ |
| Fuel System | | | ⬆️ |
| Electrical | | | ⬆️ |
| Climate System | | | ⬆️ |
| Suspension | | | ⬆️ |
| Brakes | | | ⬆️ |
| Exhaust | | | ⬆️ |
| Paint/Trim | | | ⬆️ |
| Noises/Leaks | | | ⬆️ |
| Body Hardware | | | ⬆️ |
| Power Equipment | | | ⬆️ |
| In-Car Electronics | | | ⬆️ |
| USED CAR VERDICTS | | | ⬆️ |
| NEW CAR PREDICTION | | | ⬆️ |

Average

Subaru BRZ



✓ Developed with Toyota, Subaru's rear-wheel-drive sports car features a 2.0-liter four-cylinder engine with a choice of a six-speed manual or automatic transmission. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than the similar Toyota 86, because the BRZ is less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the 86. The cabin is relatively plain, with well-bolstered sport seats. Everything needed for enthusiastic driving is in easy reach, with a perfectly placed steering wheel, pedals, and shifter. The cabin is snug, but there is good space for the driver. The ride and elevated noise can be taxing, however.



Base Price: \$28,845-\$31,495

Body Styles: coupe

Trim Lines: Limited, ts

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 (200 hp); 2.0-liter 4 (205 hp)

Transmissions: 6-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 167 |
| Width (in.) | 70 |
| Height (in.) | 51 |
| Wheelbase (in.) | 101 |
| Weight (lb.) | 2,770 |
| % Weight Front/Rear | 55/45 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 700 |
| Cargo Volume, cu.ft. | 7 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 30 |

| OVERALL SCORE | 82 |
|-----------------------|----|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 79 |
| Crash Prevention | NA |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|----|----|----|
| Engine, Major | ⬆️ | * | * |
| Engine, Minor | ⬆️ | * | * |
| Engine Cooling | ⬆️ | * | * |
| Transmission, Major | ⬆️ | * | * |
| Transmission, Minor | ⬆️ | * | * |
| Drive System | ⬆️ | * | * |
| Fuel System | ⬆️ | * | * |
| Electrical | ⬆️ | * | * |
| Climate System | ⬆️ | * | * |
| Suspension | ⬆️ | * | * |
| Brakes | ⬆️ | * | * |
| Exhaust | ⬆️ | * | * |
| Paint/Trim | ⬆️ | * | * |
| Noises/Leaks | ⬆️ | * | * |
| Body Hardware | ⬆️ | * | * |
| Power Equipment | ⬆️ | * | * |
| In-Car Electronics | ⬆️ | * | * |
| USED CAR VERDICTS | ⬆️ | | |
| NEW CAR PREDICTION | ⬆️ | | ⬆️ |

Much better than average

Subaru Crosstrek



✓ The Crosstrek is an appealing option for buyers who want a small, versatile SUV. It delivers good fuel economy and impressive ride comfort. Its handling is competent and enjoyable. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works fine and gets 29 mpg overall, which is quite good. A plug-in hybrid version is also available. It has a 17-mile mostly electric range (mild acceleration will make the gas engine kick in), and we got 33 mpg overall when it operated as a regular hybrid. But the Hybrid's high cost and slim mileage improvement don't make it a good value. The infotainment system is easy to use. We highly recommend the optional EyeSight driver assistance system, which includes automatic emergency braking and lane departure warning with lane keeping assistance.



Base Price: \$22,145-\$35,145
Body Styles: 4-door SUV
Trim Lines: Base, Hybrid, Limited, Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 electric (148 hp); 2.0-liter 4 (152 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 176 |
| Width (in.) | 71 |
| Height (in.) | 64 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,190 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 900 |
| Cargo Volume, cu.ft. | 27.5 |
| Towing Capacity (lb.) | 1,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 29-33 |

| | |
|-----------------------|--------------|
| OVERALL SCORE | 82-85 |
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 82-87 |
| Crash Prevention | Opt. |

| | | | |
|----------------------------|--------------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much better than average | | ⬆ |

Subaru Forester



✓ Over its various iterations, the Subaru Forester has had a winning formula. This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable automatic transmission yields 28 mpg overall, which is among the best in class. But acceleration isn't exhilarating, and the engine's noise isn't the most pleasant. The cabin is roomy, with a particularly generous rear seat and very easy access. The controls are simple to use, including the infotainment system that is compatible with Android Auto and Apple CarPlay. The EyeSight suite of forward collision warning, automatic emergency braking, lane departure warning, and lane keeping assistance is standard.



Base Price: \$24,495-\$34,595
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Premium, Sport, Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (182 hp)
Transmissions: CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 182 |
| Width (in.) | 72 |
| Height (in.) | 68 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,485 |
| % Weight Front/Rear | 58/42 |
| Cargo Measurement | |
| Max. Load (lb.) | 900 |
| Cargo Volume, cu.ft. | 36.5 |
| Towing Capacity (lb.) | 1,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 28 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 84 |
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 90 |
| Crash Prevention | Std./⬆ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Average | | ⬆ |

Subaru Impreza



✓ The Impreza is a roomy compact that is available in sedan and five-door hatchback body styles. It has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission that mimics a conventional automatic transmission and is not overly intrusive. The Impreza is satisfying to drive. Steering is responsive, and the body remains sure-footed in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, commendable given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. We recommend getting Subaru’s comprehensive EyeSight suite of advanced safety gear, which includes forward collision warning and automatic emergency braking.



Base Price: \$18,695-\$26,295
Body Styles: sedan; wagon
Trim Lines: 2.0i, Limited, Premium, Sport
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (152 hp)
Transmissions: 5-speed manual; CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 182 |
| Width (in.) | 70 |
| Height (in.) | 57 |
| Wheelbase (in.) | 105 |
| Weight (lb.) | 3,085 |
| % Weight Front/Rear | 60/40 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 30 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 79 |
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⚠ |
| Road-Test Score | 85 |
| Crash Prevention | Opt. |

| | | | |
|----------------------------|-----------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬇ | ⬇ | ⬆ |
| USED CAR VERDICTS | ⚠ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Subaru Legacy



✓ The Legacy provides a supercomfortable ride that outshines some luxury cars. Handling is responsive but not sporty. This all-wheel-drive sedan is fitted with a choice of two four-cylinder engines: a 182-hp 2.5-liter or a 260-hp turbocharged 2.4-liter. The standard engine is adequate but makes an unpleasant roar when pushed. It provides a decent 28 mpg overall. The turbo version delivers strong acceleration and is quieter. We like that the well-tuned CVT mimics the shift patterns of conventional automatics. Unfortunately, the large infotainment screen requires users to wade into menus to perform some common tasks. Standard equipment includes forward collision warning, automatic emergency braking, lane departure warning, and adaptive cruise control, but blind spot warning and rear cross traffic warning are optional.



Base Price: \$22,745-\$35,895
Body Styles: sedan
Trim Lines: Base, Limited, Limited XT, Premium, Sport, Touring XT
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)
Transmissions: CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 191 |
| Width (in.) | 72 |
| Height (in.) | 59 |
| Wheelbase (in.) | 108 |
| Weight (lb.) | 3,510 |
| % Weight Front/Rear | 59/41 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 28 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 87 |
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 89 |
| Crash Prevention | Std./⬆ |

| | | | |
|----------------------------|-----------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬇ | ⬇ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬇ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Subaru Outback



✓ The Outback wagon has a long-running reputation as a smart alternative to an SUV, and the redesigned 2020 model doesn't stray from its proven formula. This next-generation Outback adds comfort and convenience features. The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The turbo-charged 260-hp, 2.4-liter engine transforms the wagon with effort-less acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however. Thoughtful details like built-in cross bars and a dual-position cargo cover are nice touches. All versions get the EyeSight suite of advanced safety and driver assistance systems. Blind spot warning and rear cross traffic warning are optional.



Base Price: \$26,645-\$39,695
Body Styles: wagon
Trim Lines: Base, Limited, Limited XT, Onyx XT, Premium, Touring, Touring XT
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 turbo (260 hp); 2.5-liter 4 (182 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 108
Weight (lb.) 3,915
% Weight Front/Rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 37
Towing Capacity (lb.) 3,500
Fuel
Regular
CR Overall mpg 24

| OVERALL SCORE | | 87 |
|-----------------------|--|--------|
| Predicted Reliability | | ⬆ |
| Owner Satisfaction | | ⬆ |
| Road-Test Score | | 91 |
| Crash Prevention | | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Subaru WRX



With its blistering acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A manual is standard, and the optional CVT has eight predetermined ratios that the driver controls via steering-wheel paddles. Power is abundant, handling is nimble, and the WRX is very capable on a track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STI has a different transmission and suspension, and a more powerful 310-hp engine. Subaru's EyeSight safety system, including automatic emergency braking and lane departure warning, is optional. Recent updates include enhanced suspension tuning, interior refinements, and some new features.



Base Price: \$27,495-\$41,695
Body Styles: sedan
Trim Lines: Base, Limited, Premium, STI, STI Limited
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (310 hp); 2.5-liter 4 turbo (341 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions
Length (in.) 180
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 103
Weight (lb.) 3,320
% Weight Front/Rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) NR
Fuel
Premium
CR Overall mpg 26

| OVERALL SCORE | | 61 |
|-----------------------|--|------|
| Predicted Reliability | | ⬆ |
| Owner Satisfaction | | ⬆ |
| Road-Test Score | | 75 |
| Crash Prevention | | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average ⬆ | | |

Tesla Model 3



✓ The Model 3 Long Range is rated at 330 miles of driving range. It takes 12 hours to charge on a 32-amp 240-volt connector. Acceleration is swift, and its handling is remarkably agile. The interior is uncluttered and nicely finished, and the front seats are comfortable. However, the ride is very stiff and choppy, and the rear seat is too low and uncomfortable. The controls are very distracting, because even simple tasks, such as adjusting the mirrors, must be performed using the large touch screen in the center of the dashboard. The Autopilot suite of driver assistance systems can maintain the car’s speed and keep it in its lane, but it isn’t designed to react to all driving conditions, so drivers must remain constantly engaged. All-wheel-drive and performance versions are also available.



Base Price: \$39,990-\$56,990
Body Styles: sedan
Trim Lines: Long Range, Performance, Standard Range, Standard Range Plus
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear
Engines: Electric (258 hp); Electric (282 hp); Electric (449 hp); Electric (468 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 185 |
| Width (in.) | 73 |
| Height (in.) | 57 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 3,895 |
| % Weight Front/Rear | 48/52 |
| Cargo Measurement | |
| Max. Load (lb.) | 890 |
| Cargo Volume, cu.ft. | 15 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Electric | |
| CR Overall mpge | 130 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 80 |
| Predicted Reliability | I |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 82 |
| Crash Prevention | Std./⬆ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | ⬆ | ⬆ |
| Engine, Minor | * | ⬆ | ⬆ |
| Engine Cooling | * | ⬆ | ⬆ |
| Transmission, Major | * | ⬆ | ⬆ |
| Transmission, Minor | * | ⬆ | ⬆ |
| Drive System | * | ⬆ | ⬆ |
| Fuel System | * | ⬆ | ⬆ |
| Electrical | * | ⬆ | ⬆ |
| Climate System | * | ⬆ | ⬆ |
| Suspension | * | ⬆ | ⬆ |
| Brakes | * | ⬆ | ⬆ |
| Exhaust | * | ⬆ | ⬆ |
| Paint/Trim | * | ⬆ | ⬆ |
| Noises/Leaks | * | ⬆ | ⬆ |
| Body Hardware | * | ⬆ | ⬆ |
| Power Equipment | * | I | ⬆ |
| In-Car Electronics | * | ⬆ | I |
| USED CAR VERDICTS | | ⬆ | I |
| NEW CAR PREDICTION | Average | | I |

Tesla Model S



✓ This sleek, fully electric four-door luxury car covers an estimated 373 miles on a charge in the Long Range trim and 287 in standard form. Either way, it has one of the longest ranges among all EVs. The car can be charged conveniently on a dedicated Tesla connector or faster on a public Tesla Supercharger. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride--particularly with the standard 19-inch tires and air suspension. The hatchback design aids versatility, and the front trunk is a bonus. A huge center touch screen interfaces with most functions but proves to be distracting. Other drawbacks include restricted visibility and range limitations, especially in cold weather. All-wheel drive is standard, as well as driving assistance features.



Base Price: \$79,990-\$99,990
Body Styles: sedan
Trim Lines: Long Range, Performance
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (417 hp); Electric (518 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 196 |
| Width (in.) | 77 |
| Height (in.) | 57 |
| Wheelbase (in.) | 117 |
| Weight (lb.) | 4,595 |
| % Weight Front/Rear | 51/49 |
| Cargo Measurement | |
| Max. Load (lb.) | 890 |
| Cargo Volume, cu.ft. | 32 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Electric | |
| CR Overall mpge | 102 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 83 |
| Predicted Reliability | I |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 97 |
| Crash Prevention | Std./⬆ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | I | ⬆ |
| Suspension | I | I | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | I | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | I | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | I | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | I | ⬆ | ⬆ |
| NEW CAR PREDICTION | Average | | I |

Tesla Model X






The electric-powered Model X is more showy than practical. It features rear “falcon wing” doors that open up and out of the way, giving easy access to the second-row seats. But these massive, powered doors take their time to open and close. Buyers can opt for a five-, six-, or seven-passenger seating configuration, but unlike in every other SUV, the second row doesn’t fold if buyers opt for the two captain’s chairs, which compromises utility. The X is very quick and handles nimbly in corners. However, the overly stiff ride and pronounced wind noise are not befitting the high price. The standard version is rated at 258 miles on a charge, and the Long Range version can cover an estimated 328 miles.








































Base Price: \$84,990-\$104,990
Body Styles: 4-door SUV
Trim Lines: Long Range, Performance
Drive Wheels: AWD
Seating: 2 front, 2 rear, 2 third
Engines: Electric (518 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions
 Length (in.)198
 Width (in.)82
 Height (in.)64
 Wheelbase (in.)117
 Weight (lb.)5,415
 % Weight Front/Rear50/50
Cargo Measurement
 Max. Load (lb.)1,170
 Cargo Volume, cu.ft.26
 Towing Capacity (lb.)5,000
Fuel
 Electric
 CR Overall mpge87

| OVERALL SCORE | 57 |
|-----------------------|---|
| Predicted Reliability |  |
| Owner Satisfaction |  |
| Road-Test Score | 77 |
| Crash Prevention | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|---|---|---|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major |  |  | * |
| Engine, Minor |  |  | * |
| Engine Cooling |  |  | * |
| Transmission, Major |  |  | * |
| Transmission, Minor |  |  | * |
| Drive System |  |  | * |
| Fuel System |  |  | * |
| Electrical |  |  | * |
| Climate System |  |  | * |
| Suspension |  |  | * |
| Brakes |  |  | * |
| Exhaust |  |  | * |
| Paint/Trim |  |  | * |
| Noises/Leaks |  |  | * |
| Body Hardware |  |  | * |
| Power Equipment |  |  | * |
| In-Car Electronics |  |  | * |
| USED CAR VERDICTS |  |  | |
| NEW CAR PREDICTION | Much worse than average | |  |

Tesla Model Y






This electric Model 3-based SUV is scheduled to debut in summer 2020. The rear-wheel-drive base model with the Long Range battery will start at \$48,000. It promises about 300 miles of range and a 5.5-second 0-60 mph time. The all-wheel-drive Long Range and Performance versions have an estimated 315 miles of range. The Model Y Performance has a claimed 0-60 mph acceleration time of 3.5 seconds. A lower-cost Standard version with a claimed 230-mile range is promised for later. It’s a five-seater, but a seven-seat configuration will be available at a later date. Forward collision warning and automatic emergency braking are standard. Autopilot, with its semi-autonomous features, will be offered as an option.




Base Price: \$48,000-\$61,000
Body Styles: 4-door SUV
Trim Lines: Long Range, Performance
Drive Wheels: Rear, AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (258 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions
 Length (in.)NA
 Width (in.)73
 Height (in.)66
 Wheelbase (in.)NA
 Weight (lb.)NA
 % Weight Front/RearNA
Cargo Measurement
 Max. Load (lb.)NA
 Cargo Volume, cu.ft.NA
 Towing Capacity (lb.)NA
Fuel
 Electric
 EPA Combined mpge121

| OVERALL SCORE | NA |
|-----------------------|---|
| Predicted Reliability |  |
| Owner Satisfaction |  |
| Road-Test Score | NA |
| Crash Prevention | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|---|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Worse than average | |  |

Toyota 4Runner



Tough enough for off-roading adventures, the 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans noticeably while cornering. A high step-in and low ceiling compromise access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for tough off-road duty; Limited trims get a full-time 4WD system. Controls are simple, with big buttons and knobs. A third-row seat is optional, and the power-retractable rear window is handy. All 2020 models get standard forward collision warning and automatic emergency braking with pedestrian detection. Other changes for 2020 include standard Android Auto compatibility.



Base Price: \$36,120-\$49,865

Body Styles: 4-door SUV

Trim Lines: Limited, Nightshade, SR5, SR5 Premium, TRD Off-Road, TRD Pro

Drive Wheels: Rear, 4WD

Seating: 2 front, 3 rear, 2 third

Engines: 4.0-liter V6 (270 hp)

Transmissions: 5-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 190 |
| Width (in.) | 76 |
| Height (in.) | 72 |
| Wheelbase (in.) | 110 |
| Weight (lb.) | 4,665 |
| % Weight Front/Rear | 53/47 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,155 |
| Cargo Volume, cu.ft. | 44.5 |
| Towing Capacity (lb.) | 5,000 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 18 |

| OVERALL SCORE | 65 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 55 |
| Crash Prevention | Std./⬆ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------------|----|----|
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much better than average | | ⬆ |

Toyota 86



✓ The rear-wheel-drive 86 features a 2.0-liter four-cylinder engine teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and balanced weight distribution help give it precise handling. In corners, the car turns in promptly, but it can be challenging to control at its limits. The steering is well-weighted, and the ride is compliant for a sporty car. Braking performance is impressive, with very short stopping distances in wet and dry conditions. Inside, the cabin is relatively plain, with well-bolstered sport seats, but getting in and out requires a bit of ducking. The vestigial rear seats are best left for cargo. The standard audio system has a 7-inch touch-screen display. No advanced crash-prevention features are available. All 2020 models get standard Android Auto and Apple CarPlay compatibility.



Base Price: \$27,060-\$30,590

Body Styles: coupe

Trim Lines: Base, GT, Hakone Edition

Drive Wheels: Rear

Seating: 2 front, 2 rear

Engines: 2.0-liter 4 (205 hp)

Transmissions: 6-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 167 |
| Width (in.) | 70 |
| Height (in.) | 51 |
| Wheelbase (in.) | 101 |
| Weight (lb.) | 2,770 |
| % Weight Front/Rear | 55/45 |

Cargo Measurement

| | |
|-----------------------|-----|
| Max. Load (lb.) | 700 |
| Cargo Volume, cu.ft. | 7 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 30 |

| OVERALL SCORE | 81 |
|-----------------------|----|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 78 |
| Crash Prevention | NA |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------------|----|----|
| Engine, Major | ⬆ | * | * |
| Engine, Minor | ⬆ | * | * |
| Engine Cooling | ⬆ | * | * |
| Transmission, Major | ⬆ | * | * |
| Transmission, Minor | ⬆ | * | * |
| Drive System | ⬆ | * | * |
| Fuel System | ⬆ | * | * |
| Electrical | ⬆ | * | * |
| Climate System | ⬆ | * | * |
| Suspension | ⬆ | * | * |
| Brakes | ⬆ | * | * |
| Exhaust | ⬆ | * | * |
| Paint/Trim | ⬆ | * | * |
| Noises/Leaks | ⬆ | * | * |
| Body Hardware | ⬆ | * | * |
| Power Equipment | ⬆ | * | * |
| In-Car Electronics | ⬆ | * | * |
| USED CAR VERDICTS | ⬆ | | |
| NEW CAR PREDICTION | Much better than average | | ⬆ |

Toyota Avalon



✓ Toyota's flagship Avalon is roomy, rides comfortably, and has easy-to-use controls, which make it a pleasant large car. The 3.5-liter V6 engine and eight-speed automatic transmission deliver smooth and robust acceleration. The hybrid version has a 2.5-liter four-cylinder engine that returned 42 mpg overall in our tests, which is impressive for such a large sedan. Ride comfort is excellent; it is plusher than most Lexus models. The cabin is quiet and lavishly furnished, particularly with the Limited trim. Handling is responsive and secure, but the car's low stance hurts ease of access. The infotainment system includes a touch screen that is easy to use. Apple CarPlay is standard, but Android Auto is not. Standard safety equipment includes forward collision warning and automatic emergency braking. An all-wheel-drive version will be available this fall.



Base Price: \$35,875-\$43,300
Body Styles: sedan
Trim Lines: Hybrid Limited, Hybrid XLE, Hybrid XSE, Limited, Touring, TRD, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (215 hp); 3.5-liter V6 (301 hp)
Transmissions: 8-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions
 Length (in.)196
 Width (in.)73
 Height (in.)57
 Wheelbase (in.)113
 Weight (lb.)3,680
 % Weight Front/Rear58/42
Cargo Measurement
 Max. Load (lb.)940
 Cargo Volume, cu.ft.16
 Towing Capacity (lb.)NR
Fuel
 Regular
 CR Overall mpg42

| OVERALL SCORE | | 93 |
|-----------------------|--------|----|
| Predicted Reliability | ⬆ | |
| Owner Satisfaction | ⬆ | |
| Road-Test Score | | 93 |
| Crash Prevention | Std./⬆ | |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much better than average | | ⬆ |

Toyota Camry



✓ The Camry is one of the best models among midsize sedans, thanks to a comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a bit more difficult and the rear seat is smaller than in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both are paired to a new eight-speed automatic transmission that isn't supersmooth. A very frugal hybrid LE gets 47 mpg overall without any sacrifice in trunk space. New for 2020 is available all-wheel drive and standard CarPlay and Android Auto compatibility. Standard safety equipment includes forward collision warning and automatic emergency braking, but blind spot warning is optional.



Base Price: \$24,425-\$35,130
Body Styles: sedan
Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, L, LE, SE, TRD, XLE, XSE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (203 hp); 2.5-liter 4 (206 hp); 2.5-liter 4 hybrid (208 hp); 3.5-liter V6 (301 hp)
Transmissions: 8-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions
 Length (in.)192
 Width (in.)72
 Height (in.)57
 Wheelbase (in.)111
 Weight (lb.)3,340
 % Weight Front/Rear60/40
Cargo Measurement
 Max. Load (lb.)925
 Cargo Volume, cu.ft.15
 Towing Capacity (lb.)NR
Fuel
 Regular
 CR Overall mpg32-47

| OVERALL SCORE | | 84-86 |
|-----------------------|--------|-------|
| Predicted Reliability | ⬆ | |
| Owner Satisfaction | ⬆ | |
| Road-Test Score | | 86-89 |
| Crash Prevention | Std./⬆ | |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average | | ⬆ |

Toyota C-HR



The C-HR is nimble but suffers from several notable deficiencies. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds to go from 0 to 60 mph. It does get a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and wind noise is pronounced at highway speeds. All-wheel drive isn't available. The coupelike look is stylish, but the hidden door handles make it difficult for kids to open the doors. Although the rear seat is roomy, the small windows create a dark, cavelike cabin. Forward collision warning and automatic emergency braking are standard. Blind spot warning and rear cross traffic warning are standard on all except the base trim. Updates for 2020 include standard Android Auto compatibility.



Base Price: \$21,295-\$26,350
Body Styles: wagon
Trim Lines: LE, Limited, XLE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (144 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.) 171
Width (in.) 71
Height (in.) 62
Wheelbase (in.) 104
Weight (lb.) 3,290
% Weight Front/Rear 61/39

Cargo Measurement

Max. Load (lb.) 835
Cargo Volume, cu.ft. 19.5
Towing Capacity (lb.) NR

Fuel

Regular
CR Overall mpg 29

| OVERALL SCORE | 61 |
|-----------------------|--------|
| Predicted Reliability | ⚠ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 64 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬇ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬇ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Average ⚠ | | |

Toyota Corolla



✓ The redesigned Corolla sedan is fuel-efficient, but the new styling has compromised the rear-seat room and made it harder to get in and out, because of its lower stance and curvier body. The hybrid version gets an impressive 48 mpg overall. Both the hybrid and the 1.8-liter engine accelerate leisurely, and the continuously variable transmission amplifies engine noise. A more powerful 169-hp, 2.0-liter four-cylinder comes on the higher trim lines and on the hatchback. Toyota improved the Corolla's handling agility without sacrificing ride quality. The controls are easy to use, and Apple CarPlay compatibility is standard. Automatic emergency braking comes standard. Blind spot warning is an option-except on the hybrid, where it's not available at all.



Base Price: \$19,600-\$25,550
Body Styles: sedan
Trim Lines: L, LE, LE Hybrid, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp); 1.8-liter 4 (139 hp); 2.0-liter 4 (169 hp)
Transmissions: 6-speed manual; CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,960
% Weight Front/Rear 60/40

Cargo Measurement

Max. Load (lb.) 825
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) NR

Fuel

Regular
CR Overall mpg 33-48

| OVERALL SCORE | 75-76 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 68-69 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|----------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⚠ |
| NEW CAR PREDICTION | Much better than average ⬆ | | |

Toyota Highlander



The all-new, fourth-generation Highlander looks a lot like the current model, but there are many evolutionary improvements throughout. The automatic transmission is much improved, handling is more agile, and the ride remains comfortable. Interior fit and finish is upgraded. There are two powertrains available: a smooth, punchy 295-hp V6 and a 243-hp hybrid four-cylinder. Toyota has stepped up its infotainment game by making Android Auto and Apple CarPlay compatibility standard. The Toyota Safety Sense 2.0 suite includes standard forward collision warning, automatic emergency braking with pedestrian detection, adaptive cruise control, lane departure warning, and lane keeping assistance.



Base Price: \$34,600–\$50,200
Body Styles: 4-door SUV
Trim Lines: L, LE, Limited, Platinum, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.5-liter 4 hybrid (243 hp); 3.5-liter V6 (295 hp)
Transmissions: 8-speed automatic; CVT

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 195 |
| Width (in.) | 76 |
| Height (in.) | 68 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 4,365 |
| % Weight Front/Rear | 56/44 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,390 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| EPA Combined mpg | 23 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | NA |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Better than average | | ⬆ |

Toyota Land Cruiser



✓ The Land Cruiser is luxurious, quick, quiet, comfortable, and refined. Toyota’s flagship SUV has the same smooth and powerful 5.7-liter V8 as the Tundra pickup. We tested it with the old six-speed transmission, and at 14 mpg overall it proved to be thirsty for fuel. An eight-speed automatic transmission is now standard and should slightly improve that number. The big Land Cruiser rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by a crawl mode to ascend and descend steep slopes. But on-road handling is rather clumsy. Automatic emergency braking, blind spot warning, lane departure warning, and rear cross traffic warning are standard. Electronic connectivity has been updated, with Toyota’s Entune touch-screen audio system standard.



Base Price: \$85,415–\$87,745
Body Styles: 4-door SUV
Trim Lines: Base, Heritage Edition
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 195 |
| Width (in.) | 78 |
| Height (in.) | 74 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 5,855 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,230 |
| Cargo Volume, cu.ft. | 43 |
| Towing Capacity (lb.) | 8,200 |
| Fuel | |
| Regular | |
| CR Overall mpg | 14 |

| OVERALL SCORE | 74 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 68 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ⬆ |

Toyota Mirai



The Mirai is the first hydrogen-powered fuel-cell vehicle available for consumers to own. It has a range of almost 275 miles on a single fill-up of 5 kg of hydrogen (the energy equivalent of 5 gallons of gasoline). It takes only a few minutes to fill the tank, as opposed to hours of charging an electric car. The Mirai is sold only in areas near existing hydrogen fueling stations in California, but even so, these stations are few and far between. Acceleration from the 153-hp electric motor feels sluggish, but otherwise it is like driving any other electric car. It's about the size of a Camry and seats four people. Handling is rather clumsy but still feels secure; the ride is comfortable, and the cabin is quiet. Toyota is offering free fuel for three years, capped at \$15,000 in value.



Base Price: \$58,500
Body Styles: sedan
Trim Lines: Base
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (153 hp)
Transmissions: 1-speed direct

FACTS & FIGURES

Exterior Dimensions

Length (in.)193
Width (in.)72
Height (in.)61
Wheelbase (in.)110
Weight (lb.)4,100
% Weight Front/Rear58/42

Cargo Measurement

Max. Load (lb.) 690
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) NR

Fuel

Hydrogen
CR Overall mpg67

| OVERALL SCORE | 66 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 61 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|-----------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average ⬆ | | |

Toyota Prius



✓ In our tests, the Prius returned 52 mpg overall, which is phenomenal. Plus, the car handles responsively and rides comfortably. Colorful digital gauges dominate the dashboard with abundant fuel-economy information. The touch-screen infotainment system is fairly straightforward. The car can drive solely on electric, usually up to about 25 mph, but the engine tends to moan when it kicks in. We found that the seats have mediocre support, tire noise is noticeable, and the car's low stance makes it a challenge to get in and out. Forward collision warning and automatic emergency braking are standard. All-wheel drive is optional. Updates for 2020 include standard Apple CarPlay, but still no Android Auto.



Base Price: \$24,325-\$32,500
Body Styles: 4-door hatchback
Trim Lines: L, LE, Limited, XLE
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (121 hp)
Transmissions: CVT

FACTS & FIGURES

Exterior Dimensions

Length (in.)179
Width (in.)69
Height (in.)58
Wheelbase (in.)106
Weight (lb.)3,080
% Weight Front/Rear61/39

Cargo Measurement

Max. Load (lb.)825
Cargo Volume, cu.ft.22
Towing Capacity (lb.) NR

Fuel

Regular
CR Overall mpg52

| OVERALL SCORE | 79 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 75 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|----------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆ | ⬆ | ⬆ |
| Engine, Minor | ⬆ | ⬆ | ⬆ |
| Engine Cooling | ⬆ | ⬆ | ⬆ |
| Transmission, Major | ⬆ | ⬆ | ⬆ |
| Transmission, Minor | ⬆ | ⬆ | ⬆ |
| Drive System | ⬆ | ⬆ | ⬆ |
| Fuel System | ⬆ | ⬆ | ⬆ |
| Electrical | ⬆ | ⬆ | ⬆ |
| Climate System | ⬆ | ⬆ | ⬆ |
| Suspension | ⬆ | ⬆ | ⬆ |
| Brakes | ⬆ | ⬆ | ⬆ |
| Exhaust | ⬆ | ⬆ | ⬆ |
| Paint/Trim | ⬆ | ⬆ | ⬆ |
| Noises/Leaks | ⬆ | ⬆ | ⬆ |
| Body Hardware | ⬆ | ⬆ | ⬆ |
| Power Equipment | ⬆ | ⬆ | ⬆ |
| In-Car Electronics | ⬆ | ⬆ | ⬆ |
| USED CAR VERDICTS | ⬆ | ⬆ | ⬆ |
| NEW CAR PREDICTION | Much better than average ⬆ | | |

Toyota RAV4





The RAV4's more rugged exterior styling compromises interior space. The 2.5-liter four-cylinder engine is paired with an eight-speed automatic transmission and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill. And that hybrid delivers an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is rather stiff, and the noisy engine hurts the driving experience. Android Auto and Apple CarPlay compatibility are standard. Forward collision warning with pedestrian detection, automatic emergency braking, lane departure warning, and lane keeping assistance are standard. However, blind spot warning is optional.


























































Base Price: \$25,950-\$36,880
Body Styles: 4-door SUV
Trim Lines: Adventure, Hybrid LE, Hybrid Limited, Hybrid XLE, Hybrid XSE, LE, Limited, XLE, XLE Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (203 hp); 2.5-liter 4 hybrid (219 hp)
Transmissions: 8-speed automatic; CVT

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 181
 Width (in.) 73
 Height (in.) 67
 Wheelbase (in.) 106
 Weight (lb.) 3,510
 % Weight Front/Rear 58/42
Cargo Measurement
 Max. Load (lb.) 900
 Cargo Volume, cu.ft. 30.5
 Towing Capacity (lb.) 3,500
Fuel
 Regular
 CR Overall mpg 27-37

| OVERALL SCORE | 72-75 |
|-----------------------|---|
| Predicted Reliability |  |
| Owner Satisfaction |  |
| Road-Test Score | 72-76 |
| Crash Prevention | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|--|---|--|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major |  |  |  |
| Engine, Minor |  |  |  |
| Engine Cooling |  |  |  |
| Transmission, Major |  |  |  |
| Transmission, Minor |  |  |  |
| Drive System |  |  |  |
| Fuel System |  |  |  |
| Electrical |  |  |  |
| Climate System |  |  |  |
| Suspension |  |  |  |
| Brakes |  |  |  |
| Exhaust |  |  |  |
| Paint/Trim |  |  |  |
| Noises/Leaks |  |  |  |
| Body Hardware |  |  |  |
| Power Equipment |  |  |  |
| In-Car Electronics |  |  |  |
| USED CAR VERDICTS |  |  |  |
| NEW CAR PREDICTION | Average  | | |

Toyota Sequoia






The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 engine paired to a six-speed automatic transmission. That combination returned only 15 mpg overall in our tests. Rear-wheel drive and selectable full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to enter the cabin, but once inside, passengers will find the interior to be very roomy. Electronic connectivity includes the Entune touch-screen audio system. All 2020 models get standard Android Auto and Apple CarPlay compatibility. Standard advanced safety features include forward collision warning and automatic emergency braking.






















Base Price: \$49,980-\$69,245
Body Styles: 4-door SUV
Trim Lines: Limited, Platinum, SR5, TRD pro, TRD Sport
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions
 Length (in.) 205
 Width (in.) 80
 Height (in.) 75
 Wheelbase (in.) 122
 Weight (lb.) 6,025
 % Weight Front/Rear 51/49
Cargo Measurement
 Max. Load (lb.) 1,230
 Cargo Volume, cu.ft. 61
 Towing Capacity (lb.) 7,300
Fuel
 Regular
 CR Overall mpg 15

| OVERALL SCORE | 73 |
|-----------------------|---|
| Predicted Reliability |  |
| Owner Satisfaction |  |
| Road-Test Score | 60 |
| Crash Prevention | Std./  |

| RELIABILITY HISTORY | | | |
|---------------------|--|---|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * |  | * |
| Engine, Minor | * |  | * |
| Engine Cooling | * |  | * |
| Transmission, Major | * |  | * |
| Transmission, Minor | * |  | * |
| Drive System | * |  | * |
| Fuel System | * |  | * |
| Electrical | * |  | * |
| Climate System | * |  | * |
| Suspension | * |  | * |
| Brakes | * |  | * |
| Exhaust | * |  | * |
| Paint/Trim | * |  | * |
| Noises/Leaks | * |  | * |
| Body Hardware | * |  | * |
| Power Equipment | * |  | * |
| In-Car Electronics | * |  | * |
| USED CAR VERDICTS | |  | |
| NEW CAR PREDICTION | Much better than average  | | |

Toyota Sienna



As minivans go, the Sienna is a sensible choice, but it isn't very engaging to drive. Although the Sienna rides comfortably and is quiet inside, its handling is lackluster. It has a lively 3.5-liter V6, but the eight-speed automatic doesn't shift very smoothly. However, fuel economy is a decent 21 mpg overall. The all-wheel-drive version sacrifices 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. The availability of all-wheel drive is the Sienna's biggest advantage over other minivans. Forward collision warning, automatic emergency braking, lane departure warning with lane keeping assistance, and adaptive cruise control are standard. A redesign is slated to arrive this fall.



Base Price: \$31,640-\$49,415
Body Styles: minivan
Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (296 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 201 |
| Width (in.) | 78 |
| Height (in.) | 71 |
| Wheelbase (in.) | 119 |
| Weight (lb.) | 4,550 |
| % Weight Front/Rear | 58/42 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,290 |
| Cargo Volume, cu.ft. | 70.5 |
| Towing Capacity (lb.) | 3,500 |
| Fuel | |
| Regular | |
| CR Overall mpg | 21 |

| OVERALL SCORE | |
|-----------------------|---------|
| | 78 |
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 79 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬇️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬇️ | ⬇️ | ⬆️ |
| USED CAR VERDICTS | ⬇️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Better than average ⬆️ | | |

Toyota Supra



The Supra is reborn as a focused sports car that relies on the BMW Z4 components. The extroverted two-seater is powered by a supersmooth and punchy 335-hp, 3.0-liter turbo six-cylinder engine from BMW. That smooth punch is routed through a slick eight-speed automatic transmission to the rear wheels. The driver can override gear choices with paddles via the steering wheel. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car can be playful on a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited. The BMW iDrive infotainment system takes some getting used to but is logical. Forward collision warning, automatic emergency braking with pedestrian detection, and lane departure warning with steering assist are standard.



Base Price: \$49,990-\$55,250
Body Styles: 2-door hatchback
Trim Lines: Base, Launch Edition, Premium
Drive Wheels: Rear
Seating: 2 front
Engines: 3.0-liter 6 turbo (335 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 173 |
| Width (in.) | 73 |
| Height (in.) | 51 |
| Wheelbase (in.) | 97 |
| Weight (lb.) | 3,385 |
| % Weight Front/Rear | 52/48 |
| Cargo Measurement | |
| Max. Load (lb.) | 465 |
| Cargo Volume, cu.ft. | 10 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Premium | |
| CR Overall mpg | 27 |

| OVERALL SCORE | |
|-----------------------|---------|
| | 80 |
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 91 |
| Crash Prevention | Std./⬆️ |

| RELIABILITY HISTORY | | | |
|---------------------|------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average ⬇️ | | |

Toyota Tacoma



Toyota’s rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it’s primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. Forward collision warning, automatic emergency braking, and lane departure warning are standard; blind spot warning and rear cross traffic warning are optional. Changes for 2020 include a mild freshening that brought thicker glass to suppress noise, the availability of a power driver’s seat, and finally, Android Auto and Apple CarPlay.



Base Price: \$26,050–\$46,665
Body Styles: crew cab; extended cab
Trim Lines: Limited, SR, SR5, TRD Off-Road, TRD Pro, TRD Sport
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)
Transmissions: 6-speed automatic; 6-speed manual

FACTS & FIGURES

| | |
|----------------------------|-------|
| Exterior Dimensions | |
| Length (in.) | 212 |
| Width (in.) | 74 |
| Height (in.) | 71 |
| Wheelbase (in.) | 127 |
| Weight (lb.) | 4,450 |
| % Weight Front/Rear | 56/44 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,000 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 6,400 |
| Fuel | |
| Regular | |
| CR Overall mpg | 19 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 47 |
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 42 |
| Crash Prevention | Std./ |

| | | | |
|----------------------------|---------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | |

Toyota Tundra



Despite a freshening that brought improved controls and updates to the exterior and interior, the Tundra still feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. The powerful 5.7-liter V8 shifts through a very smooth and responsive six-speed automatic transmission. Handling is secure, but the ride is jittery, especially with the TRD off-road package. The cabin is very roomy, but it’s a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Changes for 2020 include greater availability of Android Auto and Apple CarPlay. Forward collision warning, automatic emergency braking, and lane departure warning are standard.



Base Price: \$33,575–\$52,930
Body Styles: crew cab; extended cab
Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5, TRD Pro
Drive Wheels: Rear, 4WD
Seating: 2 front, 3 rear
Engines: 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

| | |
|----------------------------|--------|
| Exterior Dimensions | |
| Length (in.) | 229 |
| Width (in.) | 80 |
| Height (in.) | 76 |
| Wheelbase (in.) | 146 |
| Weight (lb.) | 5,740 |
| % Weight Front/Rear | 58/42 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,395 |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 10,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 15 |

| | |
|-----------------------|-----------|
| OVERALL SCORE | 62 |
| Predicted Reliability | |
| Owner Satisfaction | |
| Road-Test Score | 59 |
| Crash Prevention | Std./ |

| | | | |
|----------------------------|---------------------|----|----|
| RELIABILITY HISTORY | | | |
| TROUBLE SPOTS | | | |
| | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | |

Toyota Yaris



✓ This Yaris sedan is nicely equipped and makes an ideal first set of wheels or economical commuter car that’s light on fuel budgets and a snap to park. Power comes from a relatively smooth and quiet 1.5-liter four-cylinder engine that, however, isn’t brimming with power. The well-matched gearing of the six-speed automatic downshifts promptly, delivering responsive acceleration. Fuel economy is an excellent 35 mpg overall. Handling is agile and more engaging than with many competing subcompacts. The ride isn’t harsh, but the cabin can get loud, especially on the highway. Note that the infotainment system requires a learning curve. At least it’s compatible with Apple CarPlay and Android Auto. Automatic emergency braking is standard, but no other advanced safety features are offered. A hatchback is also available.



Base Price: \$15,650-\$18,750
Body Styles: sedan
Trim Lines: L, LE, XLE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 6-speed automatic; 6-speed manual

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 172 |
| Width (in.) | 67 |
| Height (in.) | 59 |
| Wheelbase (in.) | 101 |
| Weight (lb.) | 2,420 |
| % Weight Front/Rear | 61/39 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 13 |
| Towing Capacity (lb.) | NR |
| Fuel | |
| Regular | |
| CR Overall mpg | 35 |

| OVERALL SCORE | 65 |
|-----------------------|--------|
| Predicted Reliability | ⬆ |
| Owner Satisfaction | ⬇ |
| Road-Test Score | 60 |
| Crash Prevention | Std./⬇ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | * | * | * |
| Engine, Minor | * | * | * |
| Engine Cooling | * | * | * |
| Transmission, Major | * | * | * |
| Transmission, Minor | * | * | * |
| Drive System | * | * | * |
| Fuel System | * | * | * |
| Electrical | * | * | * |
| Climate System | * | * | * |
| Suspension | * | * | * |
| Brakes | * | * | * |
| Exhaust | * | * | * |
| Paint/Trim | * | * | * |
| Noises/Leaks | * | * | * |
| Body Hardware | * | * | * |
| Power Equipment | * | * | * |
| In-Car Electronics | * | * | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Better than average | | ⬆ |

Volkswagen Arteon



✓ The Volkswagen Arteon is a practical, sporty, and well-appointed hatchback with a coupelike exterior profile. Our testers praised its prompt acceleration, confidence in corners, and pleasant-but firm-ride, even on rough roads. Front-wheel drive comes standard, and all-wheel drive is optional. Though the car is quiet otherwise, engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon gets comfortable front seats and well-finished, user-friendly controls. A responsive touch screen sits at the center of the dash, and climate and audio systems are controlled with physical buttons and knobs. A low roofline makes the car a bit of a challenge to get in and out. But underneath the heavy hatchback, there’s a huge cargo area with lots of space and a low loading floor.



Base Price: \$35,845-\$46,710
Body Styles: 4-door hatchback
Trim Lines: R-Line, SE, SEL, SEL Premium R-Line, SEL R-Line
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 191 |
| Width (in.) | 74 |
| Height (in.) | 57 |
| Wheelbase (in.) | 112 |
| Weight (lb.) | 3,865 |
| % Weight Front/Rear | 57/43 |
| Cargo Measurement | |
| Max. Load (lb.) | 850 |
| Cargo Volume, cu.ft. | 27 |
| Towing Capacity (lb.) | 4,850 |
| Fuel | |
| Premium | |
| CR Overall mpg | 24 |

| OVERALL SCORE | 82 |
|-----------------------|--------|
| Predicted Reliability | ⬇ |
| Owner Satisfaction | ⬆ |
| Road-Test Score | 91 |
| Crash Prevention | Std./⬆ |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | * |
| Engine, Minor | | | * |
| Engine Cooling | | | * |
| Transmission, Major | | | * |
| Transmission, Minor | | | * |
| Drive System | | | * |
| Fuel System | | | * |
| Electrical | | | * |
| Climate System | | | * |
| Suspension | | | * |
| Brakes | | | * |
| Exhaust | | | * |
| Paint/Trim | | | * |
| Noises/Leaks | | | * |
| Body Hardware | | | * |
| Power Equipment | | | * |
| In-Car Electronics | | | * |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Average | | ⬇ |



Volkswagen Atlas



Volkswagen’s Atlas is a formidable competitor among three-row SUVs. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that’s fit for adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors’ and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. Forward collision warning, automatic emergency braking, blind spot warning, and lane keeping assistance are standard.



Base Price: \$31,545-\$49,195
Body Styles: 4-door SUV
Trim Lines: S, SE, SEL, SEL Premium, SEL R-Line
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 198 |
| Width (in.) | 78 |
| Height (in.) | 70 |
| Wheelbase (in.) | 117 |
| Weight (lb.) | 4,670 |
| % Weight Front/Rear | 55/45 |
| Cargo Measurement | |
| Max. Load (lb.) | 1,215 |
| Cargo Volume, cu.ft. | 50.5 |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| CR Overall mpg | 20 |

| OVERALL SCORE | 61 |
|-----------------------|--------|
| Predicted Reliability | W |
| Owner Satisfaction | I |
| Road-Test Score | 84 |
| Crash Prevention | Std./A |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | A | A | |
| Engine, Minor | A | A | |
| Engine Cooling | A | A | |
| Transmission, Major | A | A | |
| Transmission, Minor | A | A | |
| Drive System | A | A | |
| Fuel System | I | I | |
| Electrical | A | A | |
| Climate System | A | A | |
| Suspension | A | A | |
| Brakes | A | A | |
| Exhaust | A | A | |
| Paint/Trim | A | A | |
| Noises/Leaks | A | I | |
| Body Hardware | A | A | |
| Power Equipment | W | I | |
| In-Car Electronics | W | A | |
| USED CAR VERDICTS | W | W | |
| NEW CAR PREDICTION | Much worse than average | | W |

Volkswagen Atlas Cross Sport



This is Volkswagen’s sportier take on an existing model. The new, five-passenger Atlas Cross Sport shares its underpinnings and engine choices with the three-row Atlas, but it gains additional technology and interior upgrades, and loses the third row. Buyers can choose a 2.0-liter turbo four-cylinder engine, or a 3.6-liter V6. An eight-speed automatic transmission is standard, and all-wheel drive is optional. We tested a regular Atlas with the optional V6 engine and found it to be sprightly but still slower than most competitors. Its overall fuel economy of 20 mpg wasn’t a standout, either. Handling was nimbler than one would expect from such a large vehicle. Forward collision warning, automatic emergency braking, and blind spot warning are standard.



Base Price: \$30,545-\$49,795
Body Styles: 4-door SUV
Trim Lines: R-Line, S, SE, SEL
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (235 hp); 3.6-liter V6 (276 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

| Exterior Dimensions | |
|-----------------------|-------|
| Length (in.) | 195 |
| Width (in.) | 78 |
| Height (in.) | 68 |
| Wheelbase (in.) | 117 |
| Weight (lb.) | NA |
| % Weight Front/Rear | NA |
| Cargo Measurement | |
| Max. Load (lb.) | NA |
| Cargo Volume, cu.ft. | NA |
| Towing Capacity (lb.) | 5,000 |
| Fuel | |
| Regular | |
| EPA Combined mpg | 20 |

| OVERALL SCORE | NA |
|-----------------------|--------|
| Predicted Reliability | W |
| Owner Satisfaction | A |
| Road-Test Score | NA |
| Crash Prevention | Std./A |

| RELIABILITY HISTORY | | | |
|---------------------|-------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | |
| Engine, Minor | | | |
| Engine Cooling | | | |
| Transmission, Major | | | |
| Transmission, Minor | | | |
| Drive System | | | |
| Fuel System | | | |
| Electrical | | | |
| Climate System | | | |
| Suspension | | | |
| Brakes | | | |
| Exhaust | | | |
| Paint/Trim | | | |
| Noises/Leaks | | | |
| Body Hardware | | | |
| Power Equipment | | | |
| In-Car Electronics | | | |
| USED CAR VERDICTS | | | |
| NEW CAR PREDICTION | Much worse than average | | W |

Volkswagen Golf



✓ The Golf is a notch above other compacts in terms of sophistication, interior ambience, and driving experience, and it is priced accordingly. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the controls are a model of clarity. On top of that, the quiet cabin contributes to the Golf's solid and upscale feel. We got 28 mpg overall when we tested the Golf with a 1.8-liter engine. The current powertrain is a 147-hp, 1.4-liter turbo mated to either a six-speed manual or an eight-speed automatic transmission. That powertrain returned 34 mpg overall in our tested Jetta. Forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning are standard. An EV version is available, but has a short EPA-rated range.



Base Price: \$23,195-\$37,295

Body Styles: 4-door hatchback

Trim Lines: e-Golf, TSI

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: Electric (134 hp); 1.4-liter 4 turbo (147 hp)

Transmissions: 8-speed automatic; 6-speed manual

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 168 |
| Width (in.) | 71 |
| Height (in.) | 57 |
| Wheelbase (in.) | 104 |
| Weight (lb.) | 3,090 |
| % Weight Front/Rear | 60/40 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,005 |
| Cargo Volume, cu.ft. | 24 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|---------------------|----|
| Regular or electric | |
| CR Overall mpg | 28 |

| OVERALL SCORE | 79 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 82 |
| Crash Prevention | Std./^ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ^ | ^ | ^ |
| Engine, Minor | I | ^ | ^ |
| Engine Cooling | ^ | ^ | ^ |
| Transmission, Major | ^ | ^ | ^ |
| Transmission, Minor | I | ^ | ^ |
| Drive System | ^ | ^ | ^ |
| Fuel System | ^ | ^ | ^ |
| Electrical | ^ | ^ | ^ |
| Climate System | ^ | ^ | ^ |
| Suspension | ^ | ^ | ^ |
| Brakes | ^ | ^ | ^ |
| Exhaust | ^ | ^ | ^ |
| Paint/Trim | ^ | ^ | ^ |
| Noises/Leaks | ^ | ^ | ^ |
| Body Hardware | ^ | ^ | ^ |
| Power Equipment | ^ | ^ | ^ |
| In-Car Electronics | ^ | I | ^ |
| USED CAR VERDICTS | I | ^ | ^ |
| NEW CAR PREDICTION | Average I | | |

Volkswagen GTI



✓ The GTI continues to embody the sporty, practical, and affordable hatchback concept. Whether opting for the manual or dual-clutch automated transmission, the 2.0-liter turbo engine is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on a driver's patience over a long drive. The infotainment system has an easy-to-use touch screen. Forward collision warning, automatic emergency braking, lane departure warning, blind spot warning, and rear cross traffic warning are now standard on all trim lines.



Base Price: \$28,595-\$37,295

Body Styles: 4-door hatchback

Trim Lines: Autobahn, S, SE

Drive Wheels: Front

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (228 hp)

Transmissions: 6-speed manual; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 168 |
| Width (in.) | 71 |
| Height (in.) | 58 |
| Wheelbase (in.) | 104 |
| Weight (lb.) | 3,155 |
| % Weight Front/Rear | 60/40 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,045 |
| Cargo Volume, cu.ft. | 24 |
| Towing Capacity (lb.) | NR |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 29 |

| OVERALL SCORE | 80 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | ^ |
| Road-Test Score | 82 |
| Crash Prevention | Std./^ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-----------|----|----|
| Engine, Major | ^ | ^ | * |
| Engine, Minor | ^ | ^ | * |
| Engine Cooling | ^ | ^ | * |
| Transmission, Major | ^ | ^ | * |
| Transmission, Minor | ^ | I | * |
| Drive System | ^ | ^ | * |
| Fuel System | ^ | ^ | * |
| Electrical | ^ | ^ | * |
| Climate System | ^ | ^ | * |
| Suspension | ^ | ^ | * |
| Brakes | ^ | ^ | * |
| Exhaust | ^ | ^ | * |
| Paint/Trim | ^ | ^ | * |
| Noises/Leaks | I | I | * |
| Body Hardware | ^ | ^ | * |
| Power Equipment | ^ | ^ | * |
| In-Car Electronics | ^ | I | * |
| USED CAR VERDICTS | ^ | I | I |
| NEW CAR PREDICTION | Average I | | |



Volkswagen Jetta



The Jetta has easy-to-use controls, great fuel economy, and good cabin room. The 147-hp, 1.4-liter turbocharged four-cylinder engine that's coupled to an eight-speed automatic transmission feels a bit sleepy at times but delivers responsive acceleration upon demand. Fuel economy is excellent at 34 mpg overall. The ride is absorbent but can be too tender over sharp bumps. Handling is competent but a bit dull. The cabin is relatively quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Advanced safety features, such as automatic emergency braking, forward collision warning, and blind spot warning, are standard except on the base trim. A sporty GLI version, which shares components with the VW GTI, is also available.



Base Price: \$20,615-\$27,945
Body Styles: sedan
Trim Lines: GLI, R-line, S, SE, SEL, SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (147 hp); 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

FACTS & FIGURES

Exterior Dimensions
Length (in.)185
Width (in.)71
Height (in.)57
Wheelbase (in.)106
Weight (lb.)3,065
% Weight Front/Rear59/41
Cargo Measurement
Max. Load (lb.)970
Cargo Volume, cu.ft.16
Towing Capacity (lb.)NR
Fuel
Regular or premium
CR Overall mpg34

| OVERALL SCORE | 57 |
|-----------------------|------|
| Predicted Reliability | W |
| Owner Satisfaction | I |
| Road-Test Score | 78 |
| Crash Prevention | Opt. |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | U | U | U |
| Engine, Minor | U | U | U |
| Engine Cooling | U | U | U |
| Transmission, Major | U | U | U |
| Transmission, Minor | U | U | U |
| Drive System | U | I | U |
| Fuel System | U | U | U |
| Electrical | U | U | U |
| Climate System | I | U | U |
| Suspension | U | U | U |
| Brakes | U | U | U |
| Exhaust | U | U | U |
| Paint/Trim | U | U | U |
| Noises/Leaks | U | U | U |
| Body Hardware | U | U | U |
| Power Equipment | I | U | U |
| In-Car Electronics | I | W | I |
| USED CAR VERDICTS | I | U | W |
| NEW CAR PREDICTION | Worse than average | | W |

Volkswagen Passat



✓ The Passat is more of a freshening than a redesign. While the sedan shows its age, it still has some strong points. It retains the upright stance, generous interior space, and responsive handling of the past version. The ride has an underlying firmness. The 2.0-liter, turbocharged four-cylinder is mated to a six-speed automatic transmission, and delivers decent performance. Unfortunately, the initial launch is a bit abrupt and fuel economy trails some competitors. The front seats are comfortable and the rear seat is particularly roomy. The trunk is also large. Controls including the infotainment system, that's compatible with Android Auto and Apple CarPlay, are very easy to use. Forward collision warning, automatic emergency braking, pedestrian detection, blind spot warning, and rear cross traffic warning are all standard.



Base Price: \$22,995-\$31,665
Body Styles: sedan
Trim Lines: R-Line, S, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (174 hp)
Transmissions: 6-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)194
Width (in.)72
Height (in.)58
Wheelbase (in.)110
Weight (lb.)3,320
% Weight Front/Rear59/41
Cargo Measurement
Max. Load (lb.)925
Cargo Volume, cu.ft.16
Towing Capacity (lb.)NR
Fuel
Regular
CR Overall mpg28

| OVERALL SCORE | 73 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | U |
| Road-Test Score | 77 |
| Crash Prevention | Std./U |

| RELIABILITY HISTORY | | | |
|---------------------|---------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | U | U | * |
| Engine, Minor | U | U | * |
| Engine Cooling | U | U | * |
| Transmission, Major | U | U | * |
| Transmission, Minor | U | U | * |
| Drive System | U | U | * |
| Fuel System | U | U | * |
| Electrical | U | U | * |
| Climate System | U | U | * |
| Suspension | U | U | * |
| Brakes | U | U | * |
| Exhaust | U | U | * |
| Paint/Trim | U | U | * |
| Noises/Leaks | U | U | * |
| Body Hardware | U | U | * |
| Power Equipment | W | U | * |
| In-Car Electronics | W | W | * |
| USED CAR VERDICTS | U | U | |
| NEW CAR PREDICTION | Average | | I |

Volkswagen Tiguan



The second-generation Tiguan is one of the largest models in the small-SUV segment. That growth allows for an optional third-row seat (standard on FWD versions) and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is rather slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. Starting with the 2020 model year, forward collision warning, automatic emergency braking, pedestrian detection, blind spot warning, and rear cross traffic warning are standard.



Base Price: \$24,945-\$38,795

Body Styles: 4-door SUV

Trim Lines: S, SE, SEL, SEL Premium, SEL Premium R-Line, SEL R-Line

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear, 2 third

Engines: 2.0-liter 4 turbo (184 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 185 |
| Width (in.) | 72 |
| Height (in.) | 66 |
| Wheelbase (in.) | 110 |
| Weight (lb.) | 3,860 |
| % Weight Front/Rear | 57/43 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 1,215 |
| Cargo Volume, cu.ft. | 33 |
| Towing Capacity (lb.) | 1,500 |

Fuel

| | |
|----------------|----|
| Regular | |
| CR Overall mpg | 25 |

| OVERALL SCORE | 61 |
|-----------------------|---------|
| Predicted Reliability | ⬇️ |
| Owner Satisfaction | ⬇️ |
| Road-Test Score | 84 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|-------------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | ⬆️ |
| Engine, Minor | ⬆️ | ⬆️ | ⬆️ |
| Engine Cooling | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Major | ⬆️ | ⬆️ | ⬆️ |
| Transmission, Minor | ⬆️ | ⬆️ | ⬆️ |
| Drive System | ⬆️ | ⬆️ | ⬆️ |
| Fuel System | ⬆️ | ⬆️ | ⬆️ |
| Electrical | ⬆️ | ⬆️ | ⬆️ |
| Climate System | ⬆️ | ⬆️ | ⬆️ |
| Suspension | ⬆️ | ⬆️ | ⬆️ |
| Brakes | ⬆️ | ⬆️ | ⬆️ |
| Exhaust | ⬆️ | ⬆️ | ⬆️ |
| Paint/Trim | ⬆️ | ⬆️ | ⬆️ |
| Noises/Leaks | ⬆️ | ⬆️ | ⬆️ |
| Body Hardware | ⬆️ | ⬆️ | ⬆️ |
| Power Equipment | ⬆️ | ⬆️ | ⬆️ |
| In-Car Electronics | ⬆️ | ⬆️ | ⬆️ |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Much worse than average | | ⬆️ |

Volvo S60



The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. The T5 uses an energetic 250-hp turbo four-cylinder engine that drives the front wheels. This combination returned 26 mpg overall in our tests. The T6 brings all-wheel drive, plus a more powerful 316-hp four-cylinder that is both turbocharged and supercharged. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. Unfortunately, the S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes off the road. The S60 comes standard with automatic emergency braking with the ability to recognize and respond to pedestrians and cyclists. Blind spot warning and rear cross traffic warning are optional.



Base Price: \$36,050-\$67,300

Body Styles: sedan

Trim Lines: Inscription, Momentum, R-Design, T8 Polestar

Drive Wheels: Front, AWD

Seating: 2 front, 3 rear

Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400, 415 hp)

Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

| | |
|---------------------|-------|
| Length (in.) | 187 |
| Width (in.) | 80 |
| Height (in.) | 57 |
| Wheelbase (in.) | 113 |
| Weight (lb.) | 3,740 |
| % Weight Front/Rear | 57/43 |

Cargo Measurement

| | |
|-----------------------|-------|
| Max. Load (lb.) | 890 |
| Cargo Volume, cu.ft. | 12 |
| Towing Capacity (lb.) | 2,000 |

Fuel

| | |
|----------------|----|
| Premium | |
| CR Overall mpg | 26 |

| OVERALL SCORE | 63 |
|-----------------------|---------|
| Predicted Reliability | ⬆️ |
| Owner Satisfaction | ⬆️ |
| Road-Test Score | 71 |
| Crash Prevention | Std./⬆️ |

RELIABILITY HISTORY

| TROUBLE SPOTS | 17 | 18 | 19 |
|---------------------|--------------------|----|----|
| Engine, Major | ⬆️ | ⬆️ | * |
| Engine, Minor | ⬆️ | ⬆️ | * |
| Engine Cooling | ⬆️ | ⬆️ | * |
| Transmission, Major | ⬆️ | ⬆️ | * |
| Transmission, Minor | ⬆️ | ⬆️ | * |
| Drive System | ⬆️ | ⬆️ | * |
| Fuel System | ⬆️ | ⬆️ | * |
| Electrical | ⬆️ | ⬆️ | * |
| Climate System | ⬆️ | ⬆️ | * |
| Suspension | ⬆️ | ⬆️ | * |
| Brakes | ⬆️ | ⬆️ | * |
| Exhaust | ⬆️ | ⬆️ | * |
| Paint/Trim | ⬆️ | ⬆️ | * |
| Noises/Leaks | ⬆️ | ⬆️ | * |
| Body Hardware | ⬆️ | ⬆️ | * |
| Power Equipment | ⬆️ | ⬆️ | * |
| In-Car Electronics | ⬆️ | ⬆️ | * |
| USED CAR VERDICTS | ⬆️ | ⬆️ | ⬆️ |
| NEW CAR PREDICTION | Worse than average | | ⬆️ |



Volvo S90



Though plush and ornate, the S90 falls short of the refinement expected of a midsize luxury sedan due to the stiff ride and gruff-sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly, but acceleration falls below class expectations. We measured 23 mpg overall in our tests. The base version uses a 250-hp turbocharged four-cylinder. All-wheel drive is available only on the T6. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touch screen proves frustrating to use. Automatic emergency braking, including pedestrian and large animal detection, is standard. The Pilot Assist system combines steering assist and adaptive cruise control to try to make driving easier. The V90 is the wagon version.



Base Price: \$50,550–\$63,200
Body Styles: sedan
Trim Lines: T5 Inscription, T5 Momentum, T6 Inscription, T6 Momentum, T8 Plug-in
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 200
Width (in.) 74
Height (in.) 57
Wheelbase (in.) 121
Weight (lb.) 4,085
% Weight Front/Rear 56/44

Cargo Measurement

Max. Load (lb.) 950
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 3,500

Fuel

Premium
CR Overall mpg 23

| OVERALL SCORE | 63 |
|-----------------------|--------|
| Predicted Reliability | ↓ |
| Owner Satisfaction | ↓ |
| Road-Test Score | 73 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|--------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | ↑ | ↑ | * |
| Engine, Minor | ↑ | ↑ | * |
| Engine Cooling | ↑ | ↑ | * |
| Transmission, Major | ↑ | ↑ | * |
| Transmission, Minor | ↑ | ↑ | * |
| Drive System | ↑ | ↑ | * |
| Fuel System | ↑ | ↑ | * |
| Electrical | ↑ | ↑ | * |
| Climate System | ↑ | ↓ | * |
| Suspension | ↓ | ↑ | * |
| Brakes | ↓ | ↓ | * |
| Exhaust | ↑ | ↑ | * |
| Paint/Trim | ↑ | ↑ | * |
| Noises/Leaks | ↓ | ↓ | * |
| Body Hardware | ↓ | ↑ | * |
| Power Equipment | ↓ | ↑ | * |
| In-Car Electronics | ↓ | ↓ | * |
| USED CAR VERDICTS | ↓ | ↓ | |
| NEW CAR PREDICTION | Worse than average | | ↓ |

Volvo XC40



✓ The XC40 competes in the entry-level luxury SUV class. The T5 trim we tested comes standard with AWD and a 248-hp turbocharged four-cylinder that packs a decent punch. Front-wheel-drive T4 versions use a 187-hp, 2.0-liter turbo engine. Like other Volvos, the ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. Automatic emergency braking is standard, but blind spot warning is optional. Volvo's Pilot Assist driver assistance system, which combines adaptive cruise control and lane keeping assistance, is available. A plug-in hybrid and an all-electric model are coming soon.



Base Price: \$33,700–\$42,450
Body Styles: 4-door SUV
Trim Lines: Inscription, Momentum, R-Design
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (187 hp); 2.0-liter 4 turbo (248 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions

Length (in.) 174
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 3,785
% Weight Front/Rear 58/42

Cargo Measurement

Max. Load (lb.) 925
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) 3,500

Fuel

Regular or premium
CR Overall mpg 24

| OVERALL SCORE | 73 |
|-----------------------|--------|
| Predicted Reliability | ↑ |
| Owner Satisfaction | ↑ |
| Road-Test Score | 71 |
| Crash Prevention | Std./↑ |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | | | ↑ |
| Engine, Minor | | | ↑ |
| Engine Cooling | | | ↑ |
| Transmission, Major | | | ↑ |
| Transmission, Minor | | | ↑ |
| Drive System | | | ↑ |
| Fuel System | | | ↑ |
| Electrical | | | ↑ |
| Climate System | | | ↑ |
| Suspension | | | ↑ |
| Brakes | | | ↑ |
| Exhaust | | | ↑ |
| Paint/Trim | | | ↑ |
| Noises/Leaks | | | ↑ |
| Body Hardware | | | ↑ |
| Power Equipment | | | ↑ |
| In-Car Electronics | | | ↑ |
| USED CAR VERDICTS | | | ↑ |
| NEW CAR PREDICTION | Better than average | | ↑ |

Volvo XC60



✓ Volvo’s second-generation XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and an overly stiff ride. The 250-hp, 2.0-liter turbocharged four-cylinder engine is responsive, but the eight-speed automatic transmission shows an occasional hiccup. We measured 23 mpg overall on premium. A 316-hp version of that engine powers the uplevel T6, and a 400-hp plug-in hybrid is called the T8. The cabin benefits from supremely comfortable seats, a relatively roomy back, and a nicely finished cargo hold. Volvo’s advanced safety system, City Safety, encompasses both city- and high-speed automatic emergency braking. Note that blind spot warning is only optional.



Base Price: \$40,150-\$69,500
Body Styles: 4-door SUV
Trim Lines: Inscription, Momentum, R-Design, T8 Plugin Hybrid, T8 Polestar Engineered
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400, 415 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)185
Width (in.)79
Height (in.)65
Wheelbase (in.) 113
Weight (lb.) 4,150
% Weight Front/Rear55/45
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft.34
Towing Capacity (lb.)3,500
Fuel
Premium
CR Overall mpg23

| OVERALL SCORE | 71 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | I |
| Road-Test Score | 79 |
| Crash Prevention | Std./A |

| RELIABILITY HISTORY | | | |
|---------------------|-----------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | A | A | A |
| Engine, Minor | A | A | A |
| Engine Cooling | A | A | A |
| Transmission, Major | A | A | A |
| Transmission, Minor | A | A | A |
| Drive System | A | A | A |
| Fuel System | A | A | A |
| Electrical | A | A | A |
| Climate System | A | A | A |
| Suspension | A | A | A |
| Brakes | I | A | I |
| Exhaust | A | A | A |
| Paint/Trim | A | A | A |
| Noises/Leaks | A | A | A |
| Body Hardware | A | A | A |
| Power Equipment | I | A | A |
| In-Car Electronics | A | I | I |
| USED CAR VERDICTS | A | I | I |
| NEW CAR PREDICTION | Average I | | |

Volvo XC90



This is a competitive three-row SUV, but it suffers from a bumpy ride and baffling controls. Base models use a 2.0-liter turbo four-cylinder engine offered with front- or all-wheel drive. Our tested T6, with its 316-hp turbocharged and supercharged version, delivered decent punch and returned 20 mpg overall, but it sounds raspy. A plug-in hybrid with an electric range of about 14 miles is available. The eight-speed automatic transmission operates smoothly most of the time. Handling is commendable, but the ride is stiff; it is slightly better with the optional air suspension. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through a frustrating-to-use touch-screen infotainment system. Forward collision warning, automatic emergency braking, and blind spot warning are standard.



Base Price: \$48,350-\$73,800
Body Styles: 4-door SUV
Trim Lines: T5 Inscription, T5 Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Excellence, T8 Plug-in Hybrid
Drive Wheels: Front, AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (400 hp)
Transmissions: 8-speed automatic

FACTS & FIGURES

Exterior Dimensions
Length (in.)195
Width (in.)84
Height (in.)70
Wheelbase (in.) 118
Weight (lb.) 4,595
% Weight Front/Rear53/47
Cargo Measurement
Max. Load (lb.)1,210
Cargo Volume, cu.ft.35
Towing Capacity (lb.)5,000
Fuel
Premium
CR Overall mpg20

| OVERALL SCORE | 63 |
|-----------------------|--------|
| Predicted Reliability | I |
| Owner Satisfaction | A |
| Road-Test Score | 84 |
| Crash Prevention | Std./A |

| RELIABILITY HISTORY | | | |
|---------------------|---------------------------|----|----|
| TROUBLE SPOTS | 17 | 18 | 19 |
| Engine, Major | A | A | A |
| Engine, Minor | A | A | A |
| Engine Cooling | A | A | A |
| Transmission, Major | A | A | A |
| Transmission, Minor | A | A | A |
| Drive System | I | A | A |
| Fuel System | A | I | A |
| Electrical | A | A | A |
| Climate System | I | A | A |
| Suspension | A | A | A |
| Brakes | I | I | I |
| Exhaust | A | A | A |
| Paint/Trim | A | A | A |
| Noises/Leaks | I | I | A |
| Body Hardware | I | A | A |
| Power Equipment | I | A | A |
| In-Car Electronics | I | I | I |
| USED CAR VERDICTS | I | I | I |
| NEW CAR PREDICTION | Much worse than average I | | |

Road Test Highlights

CONSUMER REPORTS conducts more than 50 objective tests and subjective evaluations on every vehicle we purchase and rate. These charts list the results from our testing. The information allows you to easily compare models. Here's an explanation of the criteria that appear in the charts:

- **Make & Model** specifies the make, model, and trim version of the vehicle Consumer Reports purchased and tested. We often test multiple versions of the same model, and each can yield different results depending on the trim and equipment level, body style, and engine type.
- **Trans.** indicates the trans-

mission type and number of speeds. "Auto" is automatic; "CVT," continuously variable transmission; "Man," manual; "Seq," sequential; and "1-spd. dir.," one-speed direct drive.

- **HP** is the horsepower of the engine tested.

- **Engine** notes displacement, number of cylinders, and configuration we tested.

- **CR's Fuel Economy** includes the tested **Overall** miles per gallon based on a realistic mix of highway and city driving. The figures for **City** and **Highway** driving are listed separately.

- **Acceleration** is based on how a vehicle performs in

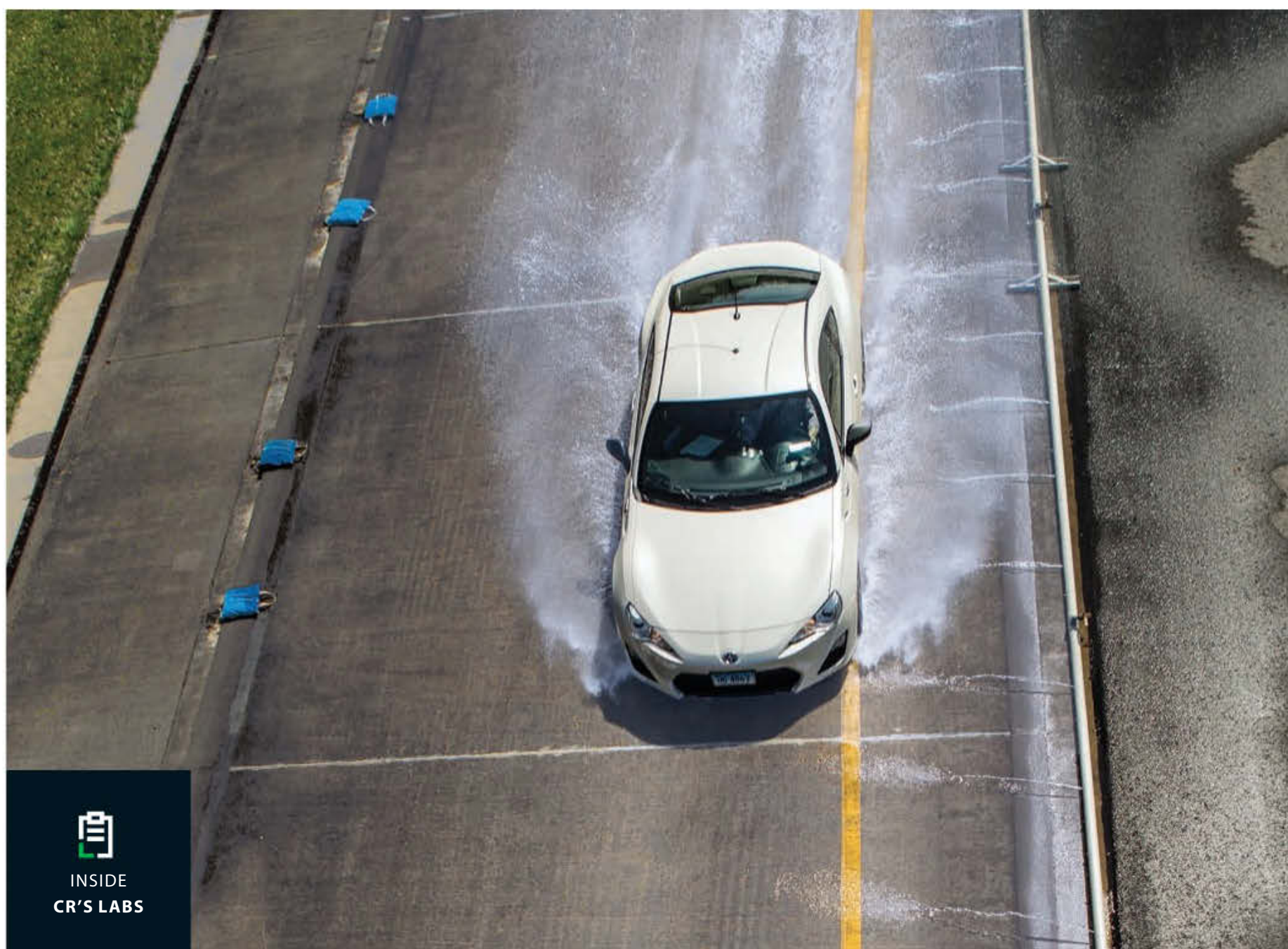
several tests. The **0-30 mph** and **0-60 mph** tests are conducted from a standstill with the engine idling; the figures indicate the number of seconds needed to reach those speeds. The **¼-mile** test is also done from a standing start, and the figures listed indicate the number of seconds needed to reach the quarter-mile mark as well as the speed the vehicle was traveling when it reached that distance.

- **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

- **Performance** includes our emergency-handling

and turning-circle tests. **AM speed** is the speed at which the vehicle successfully negotiated our avoidance-maneuver test course, which simulates swerving to avoid an obstacle without losing control. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, to complete a U-turn.

For more comprehensive information on the vehicles we have tested and to continue your research, go to [CR.org](https://www.consumerreports.org). Consumer Reports members have access to all of our test results, detailed reliability and owner satisfaction ratings, and expert reviews.



INSIDE
CR'S LABS

| Make + Model | Trans. | HP | Engine | CR's Fuel Economy (mpg) | | | Acceleration | | | Braking | | Performance | |
|-----------------------------|-------------|-----|-------------------------|-------------------------|-------|---------|-----------------|-----------------|-----------------------|-----------------------|-----------------------|----------------|----------------------|
| | | | | Overall | City | Highway | 0-30 mph (sec.) | 0-60 mph (sec.) | 1/4 mile (sec. @ mph) | from 60 mph dry (ft.) | from 60 mph wet (ft.) | AM speed (mph) | Turning circle (ft.) |
| Acura ILX Premium | seq 8 | 201 | 2.4-liter 4 | 28 | 18 | 42 | 3.1 | 7.5 | 15.9@92 | 132 | 139 | 54.5 | 38 |
| Acura MDX Tech | auto 9 | 290 | 3.5-liter V6 | 21 | 14 | 31 | 2.8 | 6.8 | 15.3@94 | 135 | 140 | 52.0 | 40 |
| Acura RDX Tech | auto 10 | 272 | 2.0-liter 4 turbo | 22 | 15 | 30 | 3.0 | 7.0 | 15.5@95 | 127 | 129 | 52.0 | 40 |
| Acura RLX Tech | auto 10 | 310 | 3.5-liter V6 | 23 | 15 | 36 | 2.7 | 6.5 | 15.0@97 | 128 | 138 | 51.5 | 40 |
| Acura TLX Tech | seq 8 | 206 | 2.4-liter 4 | 27 | 18 | 41 | 3.0 | 7.4 | 15.7@93 | 129 | 138 | 54.5 | 41 |
| Acura TLX Advance | auto 9 | 290 | 3.5-liter V6 | 25 | 16 | 36 | 2.5 | 6.5 | 14.9@99 | 129 | 140 | 55.0 | 40 |
| Alfa Romeo Giulia Ti (AWD) | auto 8 | 280 | 2.0-liter 4 turbo | 27 | 18 | 39 | 3.1 | 6.7 | 15.2@99 | 136 | 147 | 53.0 | 39 |
| Alfa Romeo Stelvio Ti | auto 8 | 280 | 2.0-liter 4 turbo | 24 | 17 | 32 | 3.1 | 7.0 | 15.5@96 | 132 | 138 | 52.5 | 40 |
| Audi A3 Premium | seq 7 | 184 | 2.0-liter 4 turbo | 27 | 18 | 40 | 3.2 | 8.3 | 16.4@88 | 124 | 127 | 53.0 | 37 |
| Audi A4 Premium Plus | seq 7 | 248 | 2.0-liter 4 turbo | 27 | 18 | 40 | 2.7 | 6.3 | 14.9@98 | 135 | 145 | 53.5 | 40 |
| Audi A6 Premium Plus | auto 8 | 248 | 2.0-liter 4 turbo | 26 | 17 | 39 | 2.8 | 6.8 | 15.3@96 | 129 | 137 | 55.5 | 38 |
| Audi A8 3.0T | auto 8 | 335 | 3.0-liter V6 turbo | 21 | 13 | 33 | 2.4 | 6.1 | 14.5@101 | 133 | 142 | 53.5 | 43 |
| Audi Q3 Premium Plus | auto 8 | 228 | 2.0-liter 4 turbo | 23 | 15 | 33 | 3.2 | 7.8 | 16.1@91 | 126 | 135 | 52.5 | 40 |
| Audi Q5 Premium Plus | seq 7 | 248 | 2.0-liter 4 turbo | 24 | 17 | 34 | 2.7 | 6.8 | 15.4@94 | 130 | 144 | 52.5 | 40 |
| Audi TT 2.0T | seq 6 | 228 | 2.0-liter 4 turbo | 26 | 18 | 35 | 2.5 | 6.3 | 14.8@98 | 113 | 122 | 58.0 | 36 |
| Audi E-Tron Premium Plus | 1-spd. dir. | 355 | electric | 74** | 74** | 73** | 2.9 | 6.3 | 14.8@99 | 131 | 134 | 49.5 | 42 |
| BMW M240i | man 6 | 335 | 3.0-liter 6 turbo | 25 | 19 | 31 | 2.1 | 5.2 | 13.8@105 | 115 | 128 | 58.5 | 37 |
| BMW 330i xDrive | auto 8 | 255 | 2.0-liter 4 turbo | 29 | 19 | 44 | 2.6 | 6.4 | 14.8@99 | 129 | 135 | 54.0 | 41 |
| BMW 530i xDrive | auto 8 | 248 | 2.0-liter 4 turbo | 26 | 16 | 40 | 2.9 | 7.2 | 15.5@95 | 130 | 141 | 52.5 | 42 |
| BMW 750i xDrive | auto 8 | 523 | 4.4-liter V8 turbo | 21 | 14 | 33 | 2.4 | 5.3 | 13.6@111 | 131 | 147 | 52.5 | 43 |
| BMW X1 xDrive28i | auto 8 | 228 | 2.0-liter 4 turbo | 26 | 17 | 37 | 3.5 | 7.9 | 16.3@92 | 134 | 143 | 53.0 | 39 |
| BMW X2 xDrive28i | auto 8 | 228 | 2.0-liter 4 turbo | 25 | 17 | 36 | 3.4 | 8.0 | 16.2@92 | 134 | 141 | 52.5 | 39 |
| BMW X3 xDrive30i | auto 8 | 248 | 2.0-liter 4 turbo | 24 | 16 | 36 | 3.1 | 7.7 | 16.0@92 | 128 | 138 | 50.5 | 41 |
| BMW X5 xDrive40i | auto 8 | 335 | 3.0-liter 6 turbo | 23 | 15 | 33 | 2.4 | 6.0 | 14.5@100 | 129 | 142 | 52.0 | 42 |
| BMW X7 xDrive40i | auto 8 | 335 | 3.0-liter 6 turbo | 22 | 14 | 32 | 2.6 | 6.5 | 15.0@97 | 136 | 141 | 52.5 | 44 |
| BMW Z4 sDrive 30i | auto 8 | 255 | 2.0-liter 4 turbo | 29 | 20 | 40 | 2.7 | 6.1 | 14.6@101 | 111 | 122 | 56.0 | 37 |
| BMW i3 Giga Rx | 1-spd. dir. | 170 | 0.7-liter 2 electric | 113** | 124** | 102** | 3.3 | 7.5 | 16.3@85 | 131 | 138 | 55.0 | 33 |
| Buick Enclave Premium | auto 9 | 310 | 3.6-liter V6 | 18 | 12 | 26 | 3.1 | 7.4 | 15.8@92 | 130 | 141 | 53.5 | 41 |
| Buick Encore Preferred | auto 6 | 138 | 1.4-liter 4 turbo | 23 | 16 | 32 | 3.8 | 11.0 | 18.3@77 | 127 | 134 | 55.0 | 38 |
| Buick Envision Premium | auto 9 | 252 | 2.0-liter 4 turbo | 21 | 14 | 31 | 2.9 | 7.9 | 16.1@90 | 128 | 153 | 55.0 | 38 |
| Buick Regal Essence | auto 8 | 250 | 2.0-liter 4 turbo | 23 | 15 | 34 | 2.9 | 7.0 | 15.3@97 | 125 | 133 | 55.5 | 39 |
| Cadillac CT6 Luxury (AWD) | auto 10 | 335 | 3.6-liter V6 | 22 | 14 | 34 | 2.5 | 6.5 | 14.9@98 | 125 | 143 | 52.0 | 41 |
| Cadillac Escalade Luxury | auto 10 | 420 | 6.2-liter V8 | 16 | 10 | 23 | 2.2 | 6.1 | 14.5@98 | 142 | 157 | 45.0 | 41 |
| Cadillac XT4 Premium Luxury | auto 9 | 237 | 2.0-liter 4 turbo | 23 | 16 | 31 | 3.0 | 7.6 | 15.9@91 | 128 | 141 | 55.0 | 39 |
| Cadillac XT5 Luxury | auto 8 | 310 | 3.6-liter V6 | 20 | 13 | 30 | 2.7 | 7.1 | 15.6@92 | 132 | 140 | 53.5 | 42 |
| Cadillac XT6 Premium Luxury | auto 9 | 310 | 3.6-liter V6 | 18 | 12 | 26 | 3.0 | 7.1 | 15.6@93 | 134 | 137 | 51.0 | 41 |
| Chevrolet Blazer Leather | auto 9 | 305 | 3.6-liter V6 | 19 | 13 | 27 | 2.7 | 6.4 | 15.0@96 | 130 | 139 | 54.5 | 40 |
| Chevrolet Bolt Premier | 1-spd. dir. | 200 | electric | 119** | 128** | 110** | 3.0 | 6.8 | 15.3@93 | 138 | 145 | 53.0 | 36 |
| Chevrolet Camaro SS | man 6 | 455 | 6.2-liter V8 | 20 | 13 | 28 | 2.0 | 4.4 | 12.7 @ 116 | 112 | 119 | 56.0 | 40 |
| Chevrolet Colorado LT | auto 8 | 308 | 3.6-liter V6 | 18 | 13 | 26 | 3.0 | 7.5 | 15.8@91 | 132 | 150 | 48.5 | 43 |
| Chevrolet Colorado LT | auto 6 | 181 | 2.8-liter 4 turbodiesel | 24 | 15 | 34 | 3.7 | 10.3 | 17.9@80 | 134 | 149 | 49.0 | 43 |
| Chevrolet Equinox LT | auto 6 | 170 | 1.5-liter 4 turbo | 25 | 17 | 34 | 3.7 | 9.6 | 17.5@82 | 132 | 145 | 53.0 | 39 |
| Chevrolet Impala Premier | auto 6 | 305 | 3.6-liter V6 | 22 | 14 | 34 | 2.9 | 6.9 | 15.5@95 | 130 | 136 | 54.0 | 40 |
| Chevrolet Malibu LT | CVT | 160 | 1.5-liter 4 turbo | 29 | 19 | 41 | 3.1 | 8.4 | 16.6@86 | 130 | 149 | 53.0 | 38 |
| Chevrolet Silverado 1500 LT | auto 8 | 355 | 5.3-liter V8 | 17 | 11 | 24 | 2.4 | 6.9 | 15.2@94 | 136 | 148 | 49.5 | 51 |
| Chevrolet Silverado 1500 LT | auto 10 | 277 | 3.0-liter 6 turbodiesel | 23 | 16 | 32 | 3.1 | 7.9 | 16.2@88 | 144 | 163 | 47.0 | 51 |
| Chevrolet Spark 1LT | CVT | 98 | 1.4-liter 4 | 33 | 23 | 44 | 4.5 | 12.0 | 19.0@76 | 129 | 137 | 57.5 | 35 |
| Chevrolet Traverse Premier | auto 9 | 310 | 3.6-liter V6 | 20 | 14 | 28 | 3.0 | 7.3 | 15.7@93 | 130 | 136 | 50.5 | 40 |
| Chevrolet Trax LT | auto 6 | 138 | 1.4-liter 4 turbo | 25 | 18 | 34 | 4.0 | 10.8 | 18.2@78 | 130 | 141 | 54.0 | 38 |

**Miles-per-gallon equivalent (MPGe).

Ratings & Reference Road Test Highlights

| Make + Model | Trans. | HP | Engine | CR's Fuel Economy (mpg) | | | Acceleration | | | Braking | | Performance | |
|----------------------------------|---------|-----|-------------------------|-------------------------|------|---------|-----------------|-----------------|-----------------------|-----------------------|-----------------------|----------------|----------------------|
| | | | | Overall | City | Highway | 0-30 mph (sec.) | 0-60 mph (sec.) | 1/4 mile (sec. @ mph) | from 60 mph dry (ft.) | from 60 mph wet (ft.) | AM speed (mph) | Turning circle (ft.) |
| Chrysler 300 C | auto 8 | 363 | 5.7-liter V8 | 20 | 13 | 31 | 2.5 | 6.1 | 14.5@102 | 134 | 143 | 49.5 | 39 |
| Chrysler 300 Limited | auto 8 | 292 | 3.6-liter V6 | 22 | 15 | 32 | 3.2 | 7.4 | 15.8@95 | 137 | 142 | 50.0 | 40 |
| Chrysler Pacifica Touring L | auto 9 | 287 | 3.6-liter V6 | 21 | 13 | 33 | 3.1 | 8.0 | 16.2@90 | 136 | 141 | 51.0 | 41 |
| Chrysler Pacifica Hybrid Limited | CVT | 260 | 3.6-liter V6 hybrid | 27 | 21 | 32 | 3.8 | 8.3 | 16.5@91 | 145 | 145 | 48.5 | 41 |
| Dodge Challenger R/T Plus | man 6 | 375 | 5.7-liter V8 | 20 | 14 | 27 | 2.3 | 5.5 | 13.9@106 | 119 | 128 | 51.5 | 40 |
| Dodge Charger R/T | auto 8 | 370 | 5.7-liter V8 | 20 | 13 | 31 | 2.5 | 6.1 | 14.5@102 | 128 | 141 | 50.5 | 39 |
| Dodge Charger SXT | auto 8 | 292 | 3.6-liter V6 | 22 | 15 | 32 | 3.2 | 7.4 | 15.8@95 | 134 | 145 | 52.0 | 40 |
| Dodge Durango GT | auto 8 | 290 | 3.6-liter V6 | 18 | 12 | 25 | 3.1 | 8.3 | 16.4@87 | 134 | 150 | 48.0 | 41 |
| Dodge Grand Caravan SXT | auto 6 | 283 | 3.6-liter V6 | 17 | 11 | 27 | 3.3 | 8.1 | 16.5@86 | 141 | 153 | 49.0 | 42 |
| Fiat 124 Lusso | man 6 | 160 | 1.4-liter 4 turbo | 31 | 23 | 40 | 2.3 | 7.1 | 15.4@92 | 121 | 130 | 56.0 | 32 |
| Fiat 500L Pop | auto 6 | 160 | 1.4-liter 4 turbo | 27 | 18 | 37 | 3.9 | 9.5 | 17.4@84 | 132 | 138 | 51.5 | 37 |
| Fiat 500X Pop | auto 9 | 177 | 1.3-liter 4 turbo | 23 | 16 | 31 | 3.8 | 9.8 | 17.6@81 | 130 | 146 | 52.5 | 37 |
| Ford EcoSport SES | auto 6 | 166 | 2.0-liter 4 | 24 | 17 | 31 | 3.9 | 10.7 | 18.1@79 | 132 | 139 | 54.5 | 36 |
| Ford Edge SEL | auto 8 | 250 | 2.0-liter 4 turbo | 22 | 15 | 31 | 2.9 | 7.7 | 16.0@89 | 129 | 137 | 52.0 | 41 |
| Ford Escape SE | auto 8 | 180 | 1.5-liter 3 turbo | 26 | 17 | 37 | 3.3 | 8.9 | 16.9@85 | 128 | 137 | 53.0 | 39 |
| Ford Escape Sport Hybrid | auto 8 | 180 | 2.5-liter 4 hybrid | 34 | 30 | 38 | 3.5 | 8.3 | 16.5@90 | 128 | 135 | 51.0 | 39 |
| Ford Expedition MAX Limited | auto 10 | 375 | 3.5-liter V6 turbo | 16 | 11 | 23 | 2.7 | 7.3 | 15.7@92 | 143 | 157 | 46.5 | 45 |
| Ford Explorer XLT | auto 10 | 300 | 2.3-liter 4 turbo | 21 | 14 | 29 | 3.1 | 7.4 | 16.0@89 | 136 | 139 | 51.5 | 40 |
| Ford F-150 XLT | auto 10 | 325 | 2.7-liter V6 turbo | 19 | 13 | 26 | 2.9 | 6.8 | 15.3@95 | 145 | 147 | 47.0 | 49 |
| Ford Fusion Hybrid SE | CVT | 188 | 2.0-liter 4 hybrid | 39 | 35 | 41 | 3.4 | 8.3 | 16.5@90 | 140 | 153 | 52.0 | 40 |
| Ford Fusion SE | auto 6 | 181 | 1.5-liter 4 turbo | 24 | 16 | 34 | 3.2 | 9.2 | 17.0@84 | 125 | 137 | 52.5 | 38 |
| Ford Fusion Titanium | auto 6 | 245 | 2.0-liter 4 turbo | 22 | 14 | 33 | 3.0 | 7.4 | 15.8@92 | 130 | 141 | 53.5 | 37 |
| Ford Mustang GT | man 6 | 460 | 5.0-liter V8 | 19 | 13 | 27 | 2.1 | 4.9 | 13.4@111 | 121 | 133 | 54.5 | 39 |
| Ford Mustang Premium | auto 10 | 310 | 2.3-liter 4 turbo | 25 | 16 | 36 | 2.5 | 6.4 | 14.9@97 | 125 | 135 | 52.5 | 39 |
| Ford Ranger XLT | auto 10 | 270 | 2.3-liter 4 turbo | 20 | 14 | 27 | 3.2 | 7.4 | 15.8@92 | 143 | 150 | 47.0 | 43 |
| GMC Acadia Denali | auto 9 | 310 | 3.6-liter V6 | 19 | 13 | 28 | 2.6 | 6.8 | 15.4@93 | 130 | 139 | 53.5 | 40 |
| GMC Canyon SLE | auto 8 | 308 | 3.6-liter V6 | 18 | 13 | 26 | 3.0 | 7.5 | 15.8@91 | 132 | 150 | 48.5 | 43 |
| GMC Canyon SLE | auto 6 | 181 | 2.8-liter 4 turbodiesel | 24 | 15 | 34 | 3.7 | 10.3 | 17.9@80 | 134 | 149 | 49.0 | 43 |
| GMC Sierra 1500 SLE | auto 8 | 355 | 5.3-liter V8 | 17 | 11 | 24 | 2.4 | 6.9 | 15.2@94 | 136 | 148 | 49.5 | 51 |
| GMC Sierra 1500 SLE | auto 10 | 277 | 3.0-liter 6 turbodiesel | 23 | 16 | 32 | 3.1 | 7.9 | 16.2@88 | 144 | 163 | 47.0 | 51 |
| GMC Terrain SLE | auto 9 | 252 | 2.0-liter 4 turbo | 22 | 14 | 30 | 2.8 | 7.2 | 15.6@93 | 128 | 136 | 54.0 | 39 |
| GMC Yukon SLT | auto 6 | 355 | 5.3-liter V8 | 16 | 10 | 23 | 2.8 | 7.7 | 15.9@90 | 136 | 140 | 45.0 | 41 |
| GMC Yukon XL SLT | auto 6 | 355 | 5.3-liter V8 | 16 | 10 | 23 | 2.9 | 7.9 | 16.2@89 | 139 | 148 | 45.0 | 45 |
| Genesis G70 Elite (AWD) | auto 8 | 252 | 2.0-liter 4 turbo | 23 | 15 | 32 | 3.3 | 7.8 | 16.1@91 | 137 | 146 | 56.5 | 38 |
| Genesis G80 3.8 (AWD) | auto 8 | 311 | 3.8-liter V6 | 20 | 13 | 30 | 2.9 | 7.2 | 15.5@95 | 129 | 137 | 53.0 | 38 |
| Genesis G90 Premium (AWD) | auto 8 | 365 | 3.3-liter V6 turbo | 18 | 11 | 28 | 2.6 | 6.0 | 14.5@101 | 130 | 145 | 52.0 | 41 |
| Honda Accord Hybrid | CVT | 212 | 2.0-liter 4 hybrid | 47 | 40 | 52 | 3.0 | 7.4 | 16.0@88 | 139 | 140 | 52.5 | 39 |
| Honda Accord EX | CVT | 192 | 1.5-liter 4 turbo | 31 | 21 | 42 | 3.1 | 7.7 | 16.1@91 | 135 | 142 | 54.5 | 39 |
| Honda CR-V EX | CVT | 190 | 1.5-liter 4 turbo | 28 | 20 | 37 | 3.4 | 8.2 | 16.5@88 | 137 | 146 | 52.0 | 38 |
| Honda Civic EX-T | CVT | 174 | 1.5-liter 4 turbo | 31 | 21 | 45 | 3.0 | 7.1 | 15.6@94 | 129 | 141 | 54.5 | 37 |
| Honda Civic LX | CVT | 158 | 2.0-liter 4 | 32 | 21 | 45 | 3.7 | 8.7 | 16.8@88 | 129 | 140 | 56.0 | 37 |
| Honda Civic Si | man 6 | 205 | 1.5-liter 4 turbo | 34 | 23 | 47 | 2.8 | 7.3 | 15.4@95 | 131 | 135 | 55.5 | 39 |
| Honda Clarity Plug-in | CVT | 212 | 1.5-liter 4 hybrid | 39 | 31 | 45 | 3.5 | 8.3 | 16.6@86 | 141 | 145 | 53.0 | 40 |
| Honda Fit EX | CVT | 130 | 1.5-liter 4 | 33 | 24 | 42 | 4.0 | 10.0 | 17.7@84 | 132 | 135 | 55.0 | 36 |
| Honda HR-V LX | CVT | 141 | 1.8-liter 4 | 29 | 20 | 39 | 4.3 | 10.5 | 18.1@81 | 132 | 139 | 55.0 | 39 |
| Honda Insight EX | CVT | 151 | 1.5-liter 4 hybrid | 54 | 44 | 62 | 3.2 | 8.7 | 16.8@84 | 136 | 139 | 54.0 | 37 |
| Honda Odyssey EX-L | auto 10 | 280 | 3.5-liter V6 | 22 | 14 | 33 | 3.4 | 8.1 | 16.4@89 | 136 | 152 | 50.0 | 41 |
| Honda Passport EX-L | auto 9 | 280 | 3.5-liter V6 | 21 | 14 | 28 | 2.5 | 6.4 | 15.0@95 | 135 | 143 | 53.5 | 40 |
| Honda Pilot EX-L | auto 6 | 280 | 3.5-liter V6 | 20 | 13 | 28 | 3.2 | 7.5 | 15.9@92 | 136 | 153 | 49.5 | 41 |

| Make + Model | Trans. | HP | Engine | CR's Fuel Economy (mpg) | | | Acceleration | | | Braking | | Performance | |
|----------------------------------|-------------|-----|---------------------------|-------------------------|------|---------|-----------------|-----------------|-----------------------|-----------------------|-----------------------|----------------|----------------------|
| | | | | Overall | City | Highway | 0-30 mph (sec.) | 0-60 mph (sec.) | 1/4 mile (sec. @ mph) | from 60 mph dry (ft.) | from 60 mph wet (ft.) | AM speed (mph) | Turning circle (ft.) |
| Honda Ridgeline RTL | auto 9 | 280 | 3.5-liter V6 | 20 | 13 | 29 | 3.0 | 7.3 | 15.8@90 | 134 | 142 | 53.5 | 46 |
| Hyundai Accent SEL | CVT | 120 | 1.6-liter 4 | 33 | 22 | 47 | 3.7 | 9.9 | 17.5@83 | 128 | 136 | 57.5 | 35 |
| Hyundai Elantra SEL | CVT | 147 | 2.0-liter 4 | 33 | 21 | 49 | 3.8 | 9.9 | 17.6@84 | 133 | 142 | 54.0 | 36 |
| Hyundai Elantra GT Base | auto 6 | 161 | 2.0-liter 4 | 28 | 19 | 38 | 3.3 | 8.7 | 16.8@86 | 127 | 135 | 54.5 | 36 |
| Hyundai Ioniq SEL | seq 6 | 139 | 1.6-liter 4 hybrid | 52 | 42 | 60 | 3.5 | 9.9 | 17.5@81 | 144 | 160 | 51.5 | 36 |
| Hyundai Kona SEL | auto 6 | 147 | 2.0-liter 4 | 26 | 18 | 34 | 4.0 | 11.1 | 18.3@80 | 129 | 131 | 56.0 | 36 |
| Hyundai Palisade SEL | auto 8 | 291 | 3.8-liter V6 | 21 | 15 | 29 | 2.6 | 7.1 | 15.4@94 | 132 | 137 | 52.5 | 40 |
| Hyundai Santa Fe Limited | auto 8 | 235 | 2.0-liter 4 turbo | 21 | 14 | 31 | 3.3 | 8.7 | 16.7@87 | 136 | 141 | 52.0 | 39 |
| Hyundai Sonata SEL | auto 8 | 191 | 2.5-liter 4 | 31 | 20 | 46 | 2.9 | 7.5 | 15.8@93 | 127 | 138 | 56.0 | 37 |
| Hyundai Tucson SE | auto 6 | 164 | 2.0-liter 4 | 24 | 17 | 32 | 4.0 | 11.0 | 18.3@80 | 129 | 142 | 54.0 | 36 |
| Hyundai Tucson SEL | auto 6 | 181 | 2.4-liter 4 | 22 | 15 | 32 | 3.4 | 9.6 | 17.3@83 | 130 | 138 | 52.5 | 36 |
| Hyundai Veloster Turbo R-Spec | man 6 | 201 | 1.6-liter 4 turbo | 29 | 21 | 39 | 2.7 | 7.0 | 15.2@95 | 119 | 123 | 60.0 | 36 |
| Hyundai Venue SEL | CVT | 121 | 1.6-liter 4 | 32 | 23 | 41 | 3.4 | 8.9 | 17.0@83 | 125 | 138 | 55.5 | 35 |
| Infiniti Q50 Luxe | auto 7 | 300 | 3.0-liter V6 turbo | 22 | 14 | 32 | 2.4 | 5.7 | 14.2@103 | 126 | 131 | 56.0 | 39 |
| Infiniti QX50 Essential | CVT | 268 | 2.0-liter 4 turbo | 22 | 15 | 29 | 3.1 | 7.2 | 15.6@94 | 129 | 130 | 55.5 | 38 |
| Infiniti QX60 Luxe | CVT | 295 | 3.5-liter V6 | 19 | 13 | 26 | 3.5 | 8.3 | 16.5@89 | 137 | 143 | 47.0 | 41 |
| Infiniti QX80 Luxe | auto 7 | 400 | 5.6-liter V8 | 15 | 11 | 21 | 2.7 | 6.9 | 15.4@94 | 139 | 155 | 48.0 | 44 |
| Jaguar E-Pace S | auto 9 | 246 | 2.0-liter 4 turbo | 21 | 15 | 29 | 3.1 | 7.9 | 16.3@87 | 129 | 131 | 54.0 | 39 |
| Jaguar F-Pace Prestige | auto 8 | 340 | 3.0-liter V6 supercharged | 20 | 14 | 27 | 2.4 | 6.0 | 14.4@100 | 129 | 139 | 50.5 | 41 |
| Jaguar I-Pace HSE | 1-spd. dir. | 394 | electric | 76** | 80** | 72** | 2.0 | 4.3 | 13.0@108 | 136 | 142 | 52.0 | 40 |
| Jaguar XE Premium (AWD) | auto 8 | 247 | 2.0-liter 4 turbo | 25 | 17 | 36 | 3.0 | 7.7 | 16.0@93 | 133 | 145 | 53.0 | 38 |
| Jaguar XF Prestige (AWD) | auto 8 | 340 | 3.0-liter V6 supercharged | 21 | 14 | 30 | 2.3 | 5.8 | 14.2@102 | 128 | 140 | 51.0 | 39 |
| Jeep Cherokee Limited | auto 9 | 270 | 2.0-liter 4 turbo | 23 | 15 | 34 | 3.2 | 7.5 | 16.0@91 | 129 | 139 | 53.0 | 38 |
| Jeep Compass Latitude | auto 9 | 180 | 2.4-liter 4 | 24 | 16 | 35 | 3.6 | 9.8 | 17.5@82 | 137 | 151 | 53.5 | 38 |
| Jeep Gladiator Sport | auto 8 | 285 | 3.6-liter V6 | 18 | 13 | 23 | 2.8 | 7.8 | 16.1@88 | 135 | 144 | 49.5 | 46 |
| Jeep Grand Cherokee Limited | auto 8 | 295 | 3.6-liter V6 | 18 | 12 | 24 | 3.0 | 8.0 | 16.2@88 | 134 | 146 | 50.0 | 40 |
| Jeep Renegade Latitude | auto 9 | 180 | 2.4-liter 4 | 24 | 16 | 32 | 3.8 | 9.9 | 17.6@81 | 130 | 133 | 51.5 | 37 |
| Jeep Wrangler Sahara | auto 8 | 285 | 3.6-liter V6 | 18 | 13 | 24 | 2.7 | 7.3 | 15.6@90 | 144 | 163 | 49.0 | 42 |
| Kia Cadenza Premium | auto 8 | 290 | 3.3-liter V6 | 24 | 16 | 36 | 2.9 | 7.0 | 15.3@98 | 127 | 141 | 52.0 | 39 |
| Kia Forte LXS | CVT | 147 | 2.0-liter 4 | 34 | 22 | 49 | 3.6 | 8.3 | 16.7@88 | 131 | 142 | 53.0 | 36 |
| Kia Niro EX | seq 6 | 139 | 1.6-liter 4 hybrid | 43 | 33 | 52 | 3.6 | 9.9 | 17.6@80 | 143 | 152 | 51.0 | 36 |
| Kia Optima LX | auto 6 | 185 | 2.4-liter 4 | 28 | 18 | 40 | 3.3 | 8.0 | 16.3@90 | 130 | 141 | 51.5 | 37 |
| Kia Rio S | auto 6 | 130 | 1.6-liter 4 | 33 | 22 | 48 | 3.6 | 9.6 | 17.3@84 | 131 | 140 | 54.5 | 35 |
| Kia Sedona EX | auto 8 | 276 | 3.3-liter V6 | 20 | 13 | 28 | 3.2 | 8.0 | 16.3@90 | 133 | 144 | 48.0 | 38 |
| Kia Sorento EX | auto 8 | 290 | 3.3-liter V6 | 22 | 14 | 31 | 3.0 | 8.1 | 16.2@90 | 137 | 143 | 49.0 | 39 |
| Kia Soul EX | CVT | 147 | 2.0-liter 4 | 28 | 21 | 35 | 3.5 | 8.8 | 16.9@84 | 120 | 130 | 55.0 | 36 |
| Kia Sportage LX | auto 6 | 181 | 2.4-liter 4 | 23 | 16 | 32 | 3.5 | 9.6 | 17.4@83 | 128 | 131 | 52.5 | 36 |
| Kia Stinger Premium | auto 8 | 255 | 2.0-liter 4 turbo | 23 | 16 | 32 | 3.0 | 7.5 | 15.8@93 | 132 | 142 | 53.5 | 39 |
| Kia Telluride EX | auto 8 | 291 | 3.8-liter V6 | 21 | 14 | 30 | 2.7 | 7.2 | 15.5@93 | 127 | 133 | 53.5 | 40 |
| Land Rover Discovery HSE | auto 8 | 340 | 3.0-liter V6 supercharged | 17 | 12 | 24 | 2.9 | 7.3 | 15.6@93 | 138 | 148 | 47.5 | 42 |
| Land Rover Discovery Sport HSE | auto 9 | 246 | 2.0-liter 4 turbo | 21 | 14 | 28 | 3.6 | 8.6 | 16.9@87 | 136 | 145 | 50.5 | 39 |
| Land Rover Range Rover Base | auto 8 | 355 | 3.0-liter 6 turbo | 17 | 12 | 21 | 2.7 | 6.7 | 15.1@96 | 137 | 144 | 48.5 | 41 |
| Land Rover Range Rover Evoque SE | auto 9 | 246 | 2.0-liter 4 turbo | 20 | 13 | 29 | 3.2 | 8.3 | 16.6@86 | 126 | 129 | 49.5 | 39 |
| Land Rover Range Rover Sport HSE | auto 8 | 355 | 3.0-liter 6 turbo | 18 | 13 | 23 | 2.6 | 6.5 | 15.1@95 | 137 | 139 | 49.5 | 41 |
| Land Rover Range Rover Velar S | auto 8 | 247 | 2.0-liter 4 turbo | 21 | 14 | 30 | 3.0 | 8.4 | 16.5@88 | 130 | 134 | 51.5 | 39 |
| Lexus ES350 | auto 8 | 302 | 3.5-liter V6 | 25 | 16 | 38 | 3.0 | 6.9 | 15.4@97 | 132 | 139 | 53.0 | 40 |
| Lexus GS350 | auto 8 | 311 | 3.5-liter V6 | 21 | 13 | 32 | 2.6 | 6.2 | 14.7@99 | 137 | 147 | 53.5 | 37 |

**Miles-per-gallon equivalent (MPGe).

Ratings & Reference Road Test Highlights

| Make + Model | Trans. | HP | Engine | CR's Fuel Economy (mpg) | | | Acceleration | | | Braking | | Performance | |
|-----------------------------------|-------------|-----|---------------------|-------------------------|-------|---------|-----------------|-----------------|-----------------------|-----------------------|-----------------------|----------------|----------------------|
| | | | | Overall | City | Highway | 0-30 mph (sec.) | 0-60 mph (sec.) | 1/4 mile (sec. @ mph) | from 60 mph dry (ft.) | from 60 mph wet (ft.) | AM speed (mph) | Turning circle (ft.) |
| Lexus GX460 | auto 6 | 301 | 4.6-liter V8 | 17 | 12 | 24 | 2.7 | 7.5 | 16.0@89 | 136 | 143 | 48.0 | 41 |
| Lexus IS300 (AWD) | auto 6 | 260 | 3.5-liter V6 | 20 | 14 | 28 | 2.6 | 6.5 | 15.0@96 | 139 | 151 | 53.0 | 37 |
| Lexus LS500 (AWD) | auto 10 | 416 | 3.5-liter V6 turbo | 20 | 12 | 32 | 2.4 | 6.0 | 14.4@103 | 136 | 139 | 51.5 | 41 |
| Lexus NX300 | auto 6 | 235 | 2.0-liter 4 turbo | 24 | 17 | 33 | 3.0 | 7.5 | 15.9@92 | 132 | 137 | 49.5 | 41 |
| Lexus NX300h | CVT | 194 | 2.5-liter 4 hybrid | 29 | 23 | 34 | 3.3 | 8.9 | 16.9@85 | 136 | 142 | 49.5 | 41 |
| Lexus RX350 | auto 8 | 295 | 3.5-liter V6 | 22 | 14 | 31 | 2.9 | 7.5 | 15.8@92 | 139 | 152 | 49.0 | 40 |
| Lexus RX450h | CVT | 308 | 3.5-liter V6 hybrid | 29 | 24 | 33 | 3.2 | 7.5 | 15.8@95 | 138 | 147 | 50.0 | 41 |
| Lexus RX-L350 | auto 8 | 290 | 3.5-liter V6 | 20 | 12 | 30 | 2.9 | 7.7 | 16.0@90 | 136 | 139 | 51.5 | 41 |
| Lexus UX250h | CVT | 175 | 2.0-liter 4 hybrid | 37 | 32 | 42 | 3.4 | 8.8 | 16.8@86 | 137 | 143 | 54.0 | 35 |
| Lincoln Aviator Reserve | auto 10 | 400 | 3.0-liter V6 turbo | 19 | 12 | 28 | 2.5 | 6.2 | 14.8@98 | 138 | 145 | 52.0 | 41 |
| Lincoln Continental Reserve (AWD) | auto 6 | 335 | 2.7-liter V6 turbo | 20 | 12 | 32 | 2.5 | 6.6 | 15.1@94 | 127 | 140 | 51.5 | 39 |
| Lincoln Corsair Reserve | auto 8 | 250 | 2.0-liter 4 turbo | 23 | 15 | 33 | 2.8 | 7.2 | 15.7@90 | 128 | 139 | 54.5 | 38 |
| Lincoln MKZ Hybrid | CVT | 188 | 2.0-liter 4 hybrid | 34 | 29 | 38 | 3.8 | 9.2 | 17.1@87 | 129 | 139 | 53.0 | 40 |
| Lincoln MKZ Reserve | auto 6 | 245 | 2.0-liter 4 turbo | 23 | 16 | 34 | 3.0 | 7.4 | 15.8@92 | 124 | 133 | 53.0 | 40 |
| Lincoln Nautilus Reserve | auto 8 | 335 | 2.7-liter V6 turbo | 18 | 12 | 28 | 2.6 | 7.2 | 15.5@92 | 128 | 142 | 53.5 | 40 |
| Lincoln Navigator Select | auto 10 | 411 | 3.5-liter V6 turbo | 16 | 11 | 22 | 2.4 | 6.2 | 14.7@98 | 144 | 162 | 47.0 | 42 |
| Maserati Ghibli S Q4 | auto 8 | 424 | 3.0-liter V6 turbo | 19 | 12 | 27 | 2.5 | 5.4 | 14.0@107 | 115 | 125 | 53.5 | 40 |
| Mazda3 Select | auto 6 | 186 | 2.5-liter 4 | 30 | 20 | 44 | 3.0 | 7.7 | 16.1@91 | 125 | 134 | 54.0 | 37 |
| Mazda6 Touring | auto 6 | 187 | 2.5-liter 4 | 28 | 18 | 42 | 3.6 | 9.2 | 17.2@86 | 133 | 137 | 54.0 | 38 |
| Mazda CX-3 Touring | auto 6 | 146 | 2.0-liter 4 | 28 | 20 | 36 | 3.5 | 9.6 | 17.4@82 | 135 | 148 | 53.5 | 36 |
| Mazda CX-5 Touring | auto 6 | 187 | 2.5-liter 4 | 24 | 17 | 33 | 3.1 | 8.6 | 16.6@85 | 133 | 144 | 54.0 | 37 |
| Mazda CX-9 Touring | auto 6 | 227 | 2.5-liter 4 turbo | 22 | 15 | 32 | 3.1 | 7.9 | 16.3@88 | 139 | 143 | 50.0 | 40 |
| Mazda MX-5 Miata Club | man 6 | 181 | 2.0-liter 4 | 34 | 25 | 42 | 2.2 | 6.7 | 15.1@92 | 124 | 133 | 57.5 | 32 |
| Mercedes-Benz A220 (AWD) | seq 7 | 188 | 2.0-liter 4 turbo | 27 | 17 | 43 | 2.9 | 7.3 | 15.7@92 | 130 | 134 | 53.0 | 38 |
| Mercedes-Benz C300 (AWD) | auto 9 | 255 | 2.0-liter 4 turbo | 26 | 18 | 35 | 2.7 | 6.8 | 15.2@96 | 136 | 144 | 55.5 | 38 |
| Mercedes-Benz CLA250 (AWD) | seq 7 | 221 | 2.0-liter 4 turbo | 27 | 17 | 42 | 2.7 | 6.6 | 15.1@96 | 131 | 143 | 56.0 | 36 |
| Mercedes-Benz E350 (AWD) | auto 9 | 255 | 2.0-liter 4 turbo | 24 | 15 | 36 | 2.8 | 7.1 | 15.6@93 | 128 | 143 | 54.5 | 39 |
| Mercedes-Benz GLA250 | seq 7 | 208 | 2.0-liter 4 turbo | 26 | 19 | 35 | 2.7 | 6.9 | 15.4@92 | 128 | 142 | 54.5 | 37 |
| Mercedes-Benz GLC300 | auto 9 | 255 | 2.0-liter 4 turbo | 22 | 15 | 31 | 2.7 | 6.8 | 15.4@93 | 132 | 143 | 49.5 | 40 |
| Mercedes-Benz GLE450 | auto 9 | 362 | 3.0-liter 6 turbo | 20 | 13 | 29 | 2.3 | 6.0 | 14.4@100 | 132 | 138 | 51.5 | 39 |
| Mercedes-Benz GLS450 | auto 9 | 362 | 3.0-liter 6 turbo | 20 | 13 | 30 | 2.4 | 6.4 | 14.8@97 | 133 | 143 | 50.5 | 39 |
| Mercedes-Benz S560 (AWD) | auto 9 | 463 | 4.0-liter V8 turbo | 18 | 12 | 28 | 2.3 | 5.1 | 13.5@109 | 128 | 138 | 51.0 | 41 |
| Mini Cooper S | man 6 | 189 | 2.0-liter 4 turbo | 30 | 23 | 38 | 2.7 | 7.2 | 15.5@94 | 130 | 139 | 56.0 | 36 |
| Mini Cooper Countryman S | auto 8 | 189 | 2.0-liter 4 turbo | 25 | 17 | 36 | 3.1 | 8.3 | 16.5@87 | 120 | 130 | 53.0 | 39 |
| Mitsubishi Eclipse Cross SE | CVT | 152 | 1.5-liter 4 turbo | 24 | 17 | 31 | 3.6 | 9.9 | 17.6@80 | 132 | 134 | 52.5 | 36 |
| Mitsubishi Mirage ES | CVT | 78 | 1.2-liter 3 | 37 | 28 | 47 | 4.4 | 12.1 | 19.0@75 | 138 | 145 | 52.5 | 32 |
| Mitsubishi Outlander SEL | CVT | 166 | 2.4-liter 4 | 24 | 17 | 30 | 3.8 | 10.0 | 17.7@81 | 132 | 149 | 50.5 | 36 |
| Nissan Altima SV | CVT | 188 | 2.5-liter 4 | 31 | 20 | 45 | 3.1 | 7.6 | 15.9@92 | 131 | 140 | 53.5 | 38 |
| Nissan Armada Platinum | auto 7 | 390 | 5.6-liter V8 | 14 | 10 | 20 | 2.7 | 6.7 | 15.3@95 | 133 | 147 | 50.5 | 43 |
| Nissan Kicks SV | CVT | 122 | 1.6-liter 4 | 32 | 24 | 40 | 4.0 | 10.5 | 18.1@79 | 137 | 143 | 51.5 | 35 |
| Nissan Leaf SL | 1-spd. dir. | 147 | electric | 112** | 125** | 110** | 3.1 | 8.0 | 16.3@87 | 141 | 145 | 53.5 | 37 |
| Nissan Leaf SL Plus | 1-spd. dir. | 214 | electric | 104** | 114** | 94** | 3.2 | 7.0 | 15.7@92 | 139 | 142 | 52.5 | 37 |
| Nissan Maxima Platinum | CVT | 300 | 3.5-liter V6 | 25 | 17 | 36 | 2.8 | 6.5 | 14.9@99 | 132 | 141 | 53.0 | 39 |
| Nissan Murano SL | CVT | 260 | 3.5-liter V6 | 21 | 15 | 29 | 3.4 | 7.7 | 16.0@92 | 131 | 137 | 50.5 | 40 |
| Nissan Pathfinder SL | CVT | 284 | 3.5-liter V6 | 18 | 13 | 25 | 3.2 | 7.7 | 16.0@91 | 137 | 145 | 47.0 | 40 |
| Nissan Rogue SV | CVT | 170 | 2.5-liter 4 | 24 | 17 | 30 | 3.7 | 9.5 | 17.3@83 | 134 | 142 | 54.0 | 38 |
| Nissan Rogue Sport SV | CVT | 141 | 2.0-liter 4 | 26 | 19 | 34 | 3.8 | 10.3 | 17.9@80 | 134 | 139 | 52.5 | 38 |
| Nissan Titan SV | auto 9 | 400 | 5.6-liter V8 | 16 | 11 | 22 | 2.8 | 6.7 | 15.3@95 | 131 | 143 | 49.5 | 50 |
| Nissan Versa SV | CVT | 122 | 1.6-liter 4 | 32 | 22 | 45 | 3.7 | 9.6 | 17.5@81 | 130 | 143 | 52.5 | 36 |
| Nissan Z Sport Touring | man 6 | 332 | 3.7-liter V6 | 23 | 17 | 28 | 2.1 | 5.3 | 13.9@104 | 120 | 127 | 58.0 | 37 |

| Make + Model | Trans. | HP | Engine | CR's Fuel Economy (mpg) | | | Acceleration | | | Braking | | Performance | |
|-----------------------------|-------------|-----|------------------------|-------------------------|-------|---------|-----------------|-----------------|-----------------------|-----------------------|-----------------------|----------------|----------------------|
| | | | | Overall | City | Highway | 0-30 mph (sec.) | 0-60 mph (sec.) | 1/4 mile (sec. @ mph) | from 60 mph dry (ft.) | from 60 mph wet (ft.) | AM speed (mph) | Turning circle (ft.) |
| Porsche 718 Boxster Base | seq 7 | 300 | 2.0-liter 4 turbo | 26 | 18 | 36 | 1.7 | 4.4 | 13.0@110 | 108 | 119 | 59.0 | 37 |
| Porsche Cayenne Base | auto 8 | 335 | 3.0-liter V6 turbo | 21 | 15 | 29 | 2.8 | 6.5 | 14.9@100 | 131 | 140 | 49.5 | 41 |
| Porsche Macan S | seq 7 | 348 | 3.0-liter V6 turbo | 19 | 13 | 26 | 2.7 | 6.4 | 14.7@101 | 130 | 135 | 51.0 | 40 |
| Ram 1500 Big Horn | auto 8 | 395 | 5.7-liter V8 | 17 | 11 | 24 | 2.7 | 7.1 | 15.4@94 | 137 | 150 | 47.5 | 48 |
| Subaru Ascent Limited | CVT | 260 | 2.4-liter 4 turbo | 22 | 14 | 32 | 3.3 | 8.0 | 16.4@88 | 129 | 136 | 52.0 | 40 |
| Subaru BRZ Premium | man 6 | 205 | 2.0-liter 4 | 30 | 23 | 37 | 2.6 | 7.2 | 15.6@92 | 126 | 126 | 56.0 | 38 |
| Subaru Crosstrek Premium | CVT | 152 | 2.0-liter 4 | 29 | 20 | 39 | 4.0 | 10.2 | 17.8@82 | 125 | 136 | 54.5 | 37 |
| Subaru Crosstrek Hybrid | CVT | 148 | 2.0-liter 4 hybrid | 33 | 28 | 37 | 3.4 | 9.0 | 17.1@83 | 129 | 136 | 53.0 | 37 |
| Subaru Forester Premium | CVT | 182 | 2.5-liter 4 | 28 | 20 | 38 | 3.7 | 9.2 | 17.2@85 | 130 | 138 | 53.0 | 36 |
| Subaru Impreza Premium | CVT | 152 | 2.0-liter 4 | 30 | 21 | 41 | 3.8 | 9.5 | 17.3@84 | 124 | 140 | 56.0 | 37 |
| Subaru Legacy Premium | CVT | 182 | 2.5-liter 4 | 28 | 19 | 39 | 3.4 | 8.9 | 16.9@86 | 131 | 141 | 54.5 | 39 |
| Subaru Outback Limited XT | CVT | 260 | 2.4-liter 4 turbo | 24 | 16 | 32 | 3.0 | 7.1 | 15.5@95 | 132 | 143 | 54.0 | 38 |
| Subaru WRX Premium | man 6 | 268 | 2.0-liter 4 turbo | 26 | 19 | 33 | 1.9 | 6.0 | 14.5@97 | 120 | 128 | 59.0 | 37 |
| Tesla Model 3 Long Range | 1-spd. dir. | 258 | electric | 130** | 136** | 123** | 2.4 | 5.3 | 14.0@102 | 133 | 141 | 55.0 | 40 |
| Tesla Model S 100D | 1-spd. dir. | 417 | electric | 102** | 101** | 102** | 2.2 | 5.1 | 13.8@102 | 129 | 136 | 54.0 | 41 |
| Tesla Model X 100D | 1-spd. dir. | 518 | electric | 87** | 86** | 89** | 2.2 | 4.9 | 13.4@106 | 127 | 135 | 53.5 | 42 |
| Toyota 4Runner SR5 | auto 5 | 270 | 4.0-liter V6 | 18 | 12 | 24 | 3.0 | 7.7 | 16.1@89 | 131 | 145 | 48.0 | 45 |
| Toyota 86 | man 6 | 205 | 2.0-liter 4 | 30 | 23 | 37 | 2.6 | 7.2 | 15.5@94 | 126 | 127 | 56.5 | 38 |
| Toyota Avalon Hybrid XLE | CVT | 215 | 2.5-liter 4 hybrid | 42 | 32 | 52 | 3.5 | 8.3 | 16.5@90 | 135 | 139 | 53.0 | 39 |
| Toyota C-HR XLE | CVT | 144 | 2.0-liter 4 | 29 | 19 | 42 | 4.8 | 11.2 | 18.6@80 | 131 | 147 | 52.5 | 36 |
| Toyota Camry LE | auto 8 | 203 | 2.5-liter 4 | 32 | 20 | 49 | 3.2 | 8.0 | 16.3@91 | 126 | 133 | 53.5 | 39 |
| Toyota Camry Hybrid LE | CVT | 208 | 2.5-liter 4 hybrid | 47 | 39 | 53 | 3.3 | 7.8 | 16.1@92 | 138 | 147 | 54.5 | 40 |
| Toyota Corolla LE | CVT | 139 | 1.8-liter 4 | 33 | 23 | 45 | 4.5 | 10.4 | 18.1@83 | 134 | 143 | 53.0 | 37 |
| Toyota Corolla Hybrid LE | CVT | 121 | 1.8-liter 4 hybrid | 48 | 37 | 59 | 3.7 | 10.3 | 17.8@81 | 142 | 148 | 53.0 | 37 |
| Toyota Corolla Hatchback SE | CVT | 168 | 2.0-liter 4 | 36 | 24 | 51 | 3.4 | 8.7 | 16.8@87 | 129 | 133 | 53.5 | 39 |
| Toyota Land Cruiser | auto 8 | 381 | 5.7-liter V8 | 14 | 10 | 20 | 2.8 | 7.3 | 15.7@92 | 140 | 158 | 46.0 | 43 |
| Toyota Mirai | 1-spd. dir. | 153 | electric | 67** | 67** | 67** | 3.3 | 9.3 | 17.2@81 | 142 | 151 | 49.5 | 37 |
| Toyota Prius LE | CVT | 121 | 1.8-liter 4 hybrid | 52 | 43 | 59 | 3.6 | 10.3 | 17.8@81 | 135 | 149 | 53.5 | 35 |
| Toyota Prius Prime Premium | CVT | 121 | 1.8-liter 4 + electric | 69 | 56 | 81 | 3.7 | 10.8 | 18.1@78 | 139 | 147 | 55.0 | 35 |
| Toyota RAV4 XLE | auto 8 | 203 | 2.5-liter 4 | 27 | 19 | 38 | 3.1 | 8.3 | 16.5@88 | 131 | 140 | 54.0 | 37 |
| Toyota RAV4 Hybrid XLE | CVT | 219 | 2.5-liter 4 hybrid | 37 | 32 | 41 | 2.9 | 7.8 | 16.0@91 | 139 | 145 | 52.0 | 37 |
| Toyota Sequoia Limited | auto 6 | 381 | 5.7-liter V8 | 15 | 10 | 21 | 2.7 | 7.1 | 15.6@92 | 146 | 163 | 47.0 | 42 |
| Toyota Sienna XLE | auto 8 | 296 | 3.5-liter V6 | 21 | 14 | 30 | 3.2 | 7.7 | 16.0@92 | 137 | 154 | 49.5 | 39 |
| Toyota Supra Premium | auto 8 | 335 | 3.0-liter 6 turbo | 27 | 18 | 36 | 2.0 | 4.6 | 13.0@112 | 115 | 138 | 56.0 | 35 |
| Toyota Tacoma SR5 | auto 6 | 278 | 3.5-liter V6 | 19 | 14 | 25 | 3.5 | 8.2 | 16.5@90 | 146 | 158 | 46.0 | 42 |
| Toyota Tundra SR5 | auto 6 | 381 | 5.7-liter V8 | 15 | 10 | 20 | 2.6 | 6.7 | 15.3@93 | 153 | 178 | 44.0 | 49 |
| Toyota Yaris LE | auto 6 | 106 | 1.5-liter 4 | 35 | 24 | 48 | 3.8 | 10.3 | 17.9@81 | 139 | 157 | 55.0 | 34 |
| Volkswagen Arteon SEL (AWD) | auto 8 | 268 | 2.0-liter 4 turbo | 24 | 16 | 36 | 3.3 | 7.9 | 16.1@94 | 125 | 129 | 53.5 | 40 |
| Volkswagen Atlas SEL | auto 8 | 276 | 3.6-liter V6 | 20 | 13 | 28 | 3.5 | 8.7 | 16.7@88 | 135 | 148 | 51.0 | 40 |
| Volkswagen GTI SE | man 6 | 228 | 2.0-liter 4 turbo | 29 | 20 | 39 | 2.7 | 6.6 | 15.2@97 | 132 | 144 | 55.0 | 37 |
| Volkswagen Golf SE | auto 8 | 147 | 1.4-liter 4 turbo | 28 | 19 | 38 | 3.2 | 8.7 | 16.7@87 | 130 | 137 | 54.0 | 37 |
| Volkswagen Jetta SE | auto 8 | 147 | 1.4-liter 4 turbo | 34 | 21 | 54 | 3.6 | 9.0 | 17.0@87 | 135 | 138 | 52.0 | 38 |
| Volkswagen Tiguan SE | auto 8 | 184 | 2.0-liter 4 turbo | 25 | 16 | 35 | 4.1 | 10.3 | 17.9@83 | 131 | 135 | 52.0 | 39 |
| Volkswagen Passat | auto 6 | 174 | 2.0-liter 4 turbo | 28 | 17 | 43 | 3.0 | 7.9 | 16.0@91 | 130 | 142 | 52.0 | 38 |
| Volvo S60 T5 Momentum | auto 8 | 250 | 2.0-liter 4 turbo | 26 | 17 | 39 | 3.0 | 7.3 | 15.5@95 | 125 | 139 | 53.5 | 38 |
| Volvo S90 T6 Momentum (AWD) | auto 8 | 316 | 2.0-liter 4 turbo | 23 | 14 | 35 | 2.9 | 7.2 | 15.4@98 | 130 | 142 | 52.5 | 39 |
| Volvo XC40 Momentum | auto 8 | 248 | 2.0-liter 4 turbo | 24 | 16 | 33 | 2.9 | 7.3 | 15.6@94 | 132 | 135 | 54.0 | 38 |
| Volvo XC60 Momentum | auto 8 | 250 | 2.0-liter 4 turbo | 23 | 15 | 32 | 3.0 | 8.0 | 16.2@90 | 124 | 129 | 52.0 | 39 |
| Volvo XC90 T6 Momentum | auto 8 | 316 | 2.0-liter 4 turbo | 20 | 14 | 28 | 3.1 | 7.7 | 15.9@93 | 126 | 137 | 52.5 | 41 |

**Miles-per-gallon equivalent (MPGe).

Safety and Crash-Test Ratings

WHEN ASSESSING SAFETY, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of an impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features in our test program. As part of our Overall Score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

The Insurance Institute for Highway Safety conducts a front small-overlap crash test that replicates a 40-mph crash in which the front of a car hits a rigid barrier. The test is done for both the driver and passenger sides. IIHS also conducts a frontal test that simulates a 40 percent overlap frontal crash test into a deformable barrier.

Overall, newly introduced vehicles that were designed with the test in mind



have performed better than older models.

Guide to the Charts
The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can be compared only among vehicles of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** This composite score is derived from

our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we test multiple versions of the same model and the accident-avoidance scores differ, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of both city- and highway-speed forward collision warning (FCW) and automatic emergency braking (AEB), and blind spot warning (BSW) systems on a model. Std.

indicates the feature is standard, Opt. means it's available but might not be on all trims, and NA indicates that the feature is not available.

■ **IIHS safety tests.** These include the driver- and passenger-side small-overlap, offset frontal, side-impact, and rear crash tests, and a roof-strength evaluation.

IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to four times its weight for up to 5 inches of roof crush. A dash (–) means the test hasn't been conducted..

■ **NHTSA safety tests.** These tests are conducted by the National Highway Traffic Safety Administration and measure full-frontal and side-impact performance, and they're displayed as a combined overall and overall front and side rating. The rollover rating denotes the risk in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks. A dash (–) means the test hasn't been conducted.

| Make + Model | CR Test | Front-Crash Prevention | | | | IIHS Safety Tests | | | | | | NHTSA Safety Tests | | |
|-------------------|--------------------|------------------------|----------|----------|------|----------------------------|-------------------------------|----------------|------|------|------------|--------------------|----------------------|--------------------|
| | Accident avoidance | FCW | AEB city | AEB hwy. | BSW | Front small overlap driver | Front small overlap passenger | Offset frontal | Side | Rear | Roof crush | Combined overall | Overall front / side | Rollover 2WD / 4WD |
| CARS: SUBCOMPACT | | | | | | | | | | | | | | |
| Chevrolet Spark | ⬆ | Opt. | Opt. | NA | NA | – | – | Good | Good | – | – | – | – | – |
| Honda Fit | ⬆ | Opt. | Opt. | Opt. | NA | – | – | Good | Good | – | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Hyundai Accent | ⬆ | Opt. | Opt. | Opt. | NA | Good | Accept. | Good | Good | Good | Good | – | – | – |
| Kia Rio | ⬆ | Opt. | Opt. | Opt. | NA | Good | Accept. | Good | Good | Good | Good | – | – | – |
| Mitsubishi Mirage | ⬇ | NA | NA | NA | NA | Marg. | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Nissan Versa | ⬆ | Std. | Std. | Std. | Opt. | – | – | Good | Good | – | – | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Toyota Yaris | ⬇ | NA | Std. | NA | NA | Good | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| CARS: COMPACT | | | | | | | | | | | | | | |
| Chevrolet Bolt | ⬇ | Opt. | Opt. | NA | Opt. | Good | Accept. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Chevrolet Sonic | – | Opt. | NA | NA | NA | Good | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Fiat 500L | ⬆ | NA | NA | NA | NA | Poor | – | Good | Good | Good | Good | – | – | – |

| Make + Model | CR Test | Front-Crash Prevention | | | | IIHS Safety Tests | | | | | | NHTSA Safety Tests | | |
|--------------|--------------------|------------------------|----------|----------|-----|----------------------------|-------------------------------|----------------|------|------|------------|--------------------|----------------------|--------------------|
| | Accident avoidance | FCW | AEB city | AEB hwy. | BSW | Front small overlap driver | Front small overlap passenger | Offset frontal | Side | Rear | Roof crush | Combined overall | Overall front / side | Rollover 2WD / 4WD |

CARS: COMPACT *Continued*

| | | | | | | | | | | | | | | |
|------------------|---|------|------|------|------|------|---------|------|------|------|------|---|---|-----|
| Honda Civic | | Std. | Std. | Std. | NA | Good | Good | Good | Good | Good | Good | | / | / - |
| Honda Insight | | Std. | Std. | Std. | NA | Good | Good | Good | Good | Good | Good | | / | / - |
| Hyundai Elantra | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |
| Hyundai Ioniq | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | - | - | - |
| Hyundai Venue | | Std. | Std. | Std. | Opt. | - | - | - | - | - | - | - | - | - |
| Kia Forte | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |
| Kia Niro | | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |
| Kia Soul | | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | - | - | - |
| Mazda 3 | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | - | - | - |
| Nissan Kicks | | Std. | Std. | Std. | Std. | Good | Accept. | Good | Good | Good | Good | | / | / - |
| Nissan Leaf | | Std. | Std. | Std. | Std. | - | - | Good | Good | Good | - | - | - | - |
| Nissan Sentra | - | Std. | Std. | Std. | Std. | - | - | - | - | - | - | - | - | - |
| Subaru Impreza | | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | | / | - / |
| Toyota C-HR | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |
| Toyota Corolla | - | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |
| Toyota Mirai | | Std. | Std. | Std. | Std. | - | - | - | - | - | - | - | - | - |
| Toyota Prius | | Std. | Std. | Std. | Opt. | Good | Accept. | Good | Good | Good | Good | | / | / |
| Volkswagen Golf | | Std. | Std. | Std. | Std. | Good | Accept. | Good | Good | Good | Good | | / | / |
| Volkswagen Jetta | | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |

CARS: COMPACT LUXURY

| | | | | | | | | | | | | | | |
|-----------------------|---|------|------|------|------|------|------|------|------|---------|------|---|---|-----|
| Acura ILX | | Std. | Std. | Std. | Opt. | Good | - | Good | Good | Good | Good | | / | / - |
| Alfa Romeo Giulia | | Std. | Std. | Std. | Opt. | Good | - | Good | Good | Good | Good | - | - | - |
| Audi A3 | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / |
| BMW i3 | | Opt. | Opt. | Opt. | NA | Good | - | Good | Good | Accept. | Good | - | - | - |
| Cadillac CT4 | - | Opt. | Opt. | Opt. | Opt. | - | - | - | - | - | - | - | - | - |
| Kia Stinger | | Opt. | Opt. | Opt. | Std. | Good | Good | Good | Good | Good | Good | - | - | - |
| Mercedes-Benz A-Class | | Std. | Std. | Std. | Opt. | - | - | - | - | - | - | - | - | - |
| Mercedes-Benz CLA | | Std. | Std. | Std. | Opt. | - | - | - | - | - | - | - | - | - |
| Volkswagen Arteon | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | - | - | - |

CARS: MIDSIZED

| | | | | | | | | | | | | | | |
|-------------------|---|------|------|------|------|------|-------|------|------|------|------|---|---|-----|
| Chevrolet Malibu | | Opt. | Opt. | Opt. | Opt. | Good | Marg. | Good | Good | Good | Good | | / | / - |
| Ford Fusion | - | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | | / | / |
| Honda Accord | - | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |
| Honda Clarity | | Std. | Std. | Std. | NA | - | - | - | - | - | - | - | - | - |
| Hyundai Sonata | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | - | - | - |
| Kia Optima | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | | / | / - |
| Mazda 6 | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | | / | / |
| Nissan Altima | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / |
| Subaru Legacy | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | - / |
| Subaru Outback | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | - / |
| Toyota Camry | - | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |
| Volkswagen Passat | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | - | - | / - |

CARS: MIDSIZED LUXURY

| | | | | | | | | | | | | | | |
|--------------|---|------|------|------|------|---------|------|------|------|------|------|---|---|-----|
| Acura TLX | | Std. | Std. | Std. | Opt. | Accept. | - | Good | Good | Good | Good | | / | / |
| Audi A4 | | Std. | Std. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | | / | / |
| BMW 3 Series | | Std. | Std. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | - | - | - |
| Buick Regal | | Opt. | Opt. | Opt. | Opt. | Good | - | Good | Good | - | - | - | - | - |
| Cadillac CT5 | - | Std. | Std. | Opt. | Opt. | - | - | - | - | - | - | - | - | - |
| Genesis G70 | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | - | - | - |
| Infiniti Q50 | | Std. | Std. | Std. | Opt. | - | - | Good | Good | Good | Good | - | - | / |
| Jaguar XE | | Std. | Std. | Opt. | Opt. | - | - | - | - | - | - | - | - | - |
| Lexus ES | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / - |

| Make + Model | CR Test | Front-Crash Prevention | | | | IIHS Safety Tests | | | | | | NHTSA Safety Tests | | |
|--|--------------------|------------------------|----------|----------|------|----------------------------|-------------------------------|----------------|------|---------|------------|--------------------|----------------------|--------------------|
| | Accident avoidance | FCW | AEB city | AEB hwy. | BSW | Front small overlap driver | Front small overlap passenger | Offset frontal | Side | Rear | Roof crush | Combined overall | Overall front / side | Rollover 2WD / 4WD |
| CARS: MIDSIZED LUXURY <i>Continued</i> | | | | | | | | | | | | | | |
| Lexus IS | ↑ | Std. | Std. | Std. | Opt. | Good | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Lincoln MKZ | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mercedes-Benz C-Class | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Tesla Model 3 | ⬆ | Std. | Std. | Std. | NA | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Volvo S60 | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | – | – | – |
| CARS: LARGE / LUXURY | | | | | | | | | | | | | | |
| Acura RLX | ⬆ | Std. | Std. | Std. | Std. | Good | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Audi A6 | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | – | – | – |
| Audi A7 | – | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | – | – | – |
| Audi A8 | ⬆ | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | – | – | – |
| BMW 5 Series | ⬆ | Std. | Std. | Opt. | Std. | Good | Good | Good | Good | Good | Good | – | – | – |
| BMW 7 Series | ⬆ | Std. | Std. | Opt. | Std. | – | – | – | – | – | – | – | – | – |
| Cadillac CT6 | ⬆ | Std. | Std. | Opt. | Std. | – | – | – | – | – | – | – | – | – |
| Chevrolet Impala | ⬆ | Opt. | Opt. | Opt. | Opt. | Accept. | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Chrysler 300 | ⬆ | Opt. | Opt. | Opt. | Opt. | Marg. | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Dodge Charger | ⬆ – ⬆ | Opt. | Opt. | Opt. | Opt. | Marg. | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Genesis G80 | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Genesis G90 | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – | – |
| Jaguar XF | ⬆ | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Kia Cadenza | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – | – |
| Kia K900 | – | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| Lexus GS | ⬆ | Std. | Std. | Std. | Std. | – | – | Good | Good | – | Good | – | – | – |
| Lexus LS | ⬆ | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| Lincoln Continental | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Maserati Ghibli | ⬆ | Opt. | Opt. | Opt. | Std. | – | – | Good | Good | Good | Good | – | – | – |
| Mercedes-Benz CLS | – | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| Mercedes-Benz E-Class | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mercedes-Benz S-Class | ⬆ | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| Nissan Maxima | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – | ⬆ / – |
| Porsche Panamera | – | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Porsche Taycan | – | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | – | – | – |
| Tesla Model S | ⬆ | Std. | Std. | Std. | NA | Accept. | – | Good | Good | Good | Good | – | – | – |
| Toyota Avalon | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Volvo S90 | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – | – |
| CARS: SPORTS / CONVERTIBLE | | | | | | | | | | | | | | |
| Audi A5 | – | Std. | Std. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | – / ⬆ |
| Audi TT | ⬆ | NA | NA | NA | Opt. | – | – | – | – | – | – | – | – | – |
| BMW 2 Series | ⬆ | Std. | Std. | Opt. | Opt. | Good | – | Good | Good | Good | Good | – | – | – |
| BMW 4 Series | – | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| BMW 8 Series | – | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| BMW Z4 | ⬆ | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Chevrolet Camaro | ⬆ | Opt. | NA | NA | Opt. | Good | – | Good | Good | Good | Accept. | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Chevrolet Corvette | – | NA | NA | NA | Opt. | – | – | – | – | – | – | – | – | – |
| Dodge Challenger | ⬆ | Opt. | NA | NA | Opt. | Marg. | – | Good | Good | Accept. | Accept. | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Fiat 124 | ⬆ | NA | NA | NA | Opt. | – | – | – | – | – | – | – | – | – |
| Ford Mustang | ⬆ | Opt. | Opt. | Opt. | Opt. | Accept. | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Hyundai Veloster | ⬆ | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | – | – | – |
| Lexus RC | – | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | – | – | – |
| Mazda MX-5 Miata | ⬆ | Std. | Std. | NA | Std. | – | – | – | – | – | – | – | – | – |
| Mini Cooper S | ⬆ | Std. | Std. | NA | NA | Good | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Nissan Z | ⬆ | NA | NA | NA | NA | – | – | – | – | – | – | – | – | – |
| Porsche 718 Boxster | ⬆ | Opt. | NA | NA | Opt. | – | – | – | – | – | – | – | – | – |
| Porsche 718 Cayman | – | Opt. | NA | NA | Opt. | – | – | – | – | – | – | – | – | – |

| Make + Model | CR Test | Front-Crash Prevention | | | | IIHS Safety Tests | | | | | | NHTSA Safety Tests | | |
|---|--------------------|------------------------|----------|----------|------|----------------------------|-------------------------------|----------------|------|------|------------|--------------------|----------------------|--------------------|
| | Accident avoidance | FCW | AEB city | AEB hwy. | BSW | Front small overlap driver | Front small overlap passenger | Offset frontal | Side | Rear | Roof crush | Combined overall | Overall front / side | Rollover 2WD / 4WD |
| CARS: SPORTS / CONVERTIBLE <i>Continued</i> | | | | | | | | | | | | | | |
| Porsche 911 | – | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | – | – | – |
| Subaru BRZ | ⬆ | NA | NA | NA | NA | Accept. | – | Good | Good | Good | Good | – | ⬆ / – | ⬆ / – |
| Subaru WRX | ⬆ | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | – / ⬆ |
| Toyota 86 | ⬆ | NA | NA | NA | NA | Accept. | – | Good | Good | Good | Good | – | ⬆ / – | ⬆ / – |
| Toyota Supra | ⬆ | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Volkswagen GTI | ⬆ | Std. | Std. | Std. | Std. | Good | Accept. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| MINIVANS | | | | | | | | | | | | | | |
| Chrysler Pacifica | ⚠ | Opt. | Opt. | Opt. | Std. | Good | Accept. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Dodge Grand Caravan | ⬇ | NA | NA | NA | NA | Poor | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Honda Odyssey | ⚠ | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Kia Sedona | ⚠ | Opt. | Opt. | Opt. | Opt. | Good | Accept. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / – |
| Toyota Sienna | ⚠ | Std. | Std. | Std. | Opt. | Accept. | Marg. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| SUVs: SMALL | | | | | | | | | | | | | | |
| Chevrolet Equinox | ⬆ | Std. | Std. | NA | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Chevrolet TrailBlazer | – | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | – | – | – |
| Chevrolet Trax | ⬆ | Opt. | NA | NA | Opt. | Good | Accept. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Fiat 500X | ⬆ | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | Good | – | – | – |
| Ford EcoSport | ⬆ | NA | NA | NA | Opt. | – | – | – | – | Good | – | ⬆ | ⬆ / ⬆ | ⚠ / ⬆ |
| Ford Escape | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – | – |
| GMC Terrain | ⬆ | Std. | Std. | NA | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Honda CR-V | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Honda HR-V | ⬆ | Opt. | Opt. | Opt. | NA | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Hyundai Kona | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Hyundai Tucson | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Jeep Cherokee | ⬆ | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Jeep Compass | ⚠ | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⚠ / ⚠ |
| Jeep Renegade | ⬆ | Opt. | Opt. | Opt. | Opt. | Good | Accept. | Good | Good | Good | Good | – | ⬆ / – | ⬆ / ⚠ |
| Kia Seltos | – | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Kia Sportage | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mazda CX-3 | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mazda CX-30 | – | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | – | – | – |
| Mazda CX-5 | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mitsubishi Eclipse Cross | ⬆ | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mitsubishi Outlander | ⚠ | Opt. | Opt. | NA | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mitsubishi Outlander Sport | – | Opt. | Opt. | NA | Opt. | Accept. | – | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Nissan Rogue | ⬆ | Std. | Std. | Std. | Std. | Good | Accept. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Nissan Rogue Sport | ⬆ | Std. | Std. | Std. | Std. | Good | – | Good | Good | – | – | – | – | – |
| Subaru Crosstrek | ⬆ | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | – / ⬆ |
| Subaru Forester | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | – / ⬆ |
| Toyota RAV4 | ⚠ – ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Volkswagen Tiguan | ⬆ | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – / ⬆ | ⬆ / ⬆ |
| SUVs: SMALL LUXURY | | | | | | | | | | | | | | |
| Audi Q3 | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | – / ⬆ |
| BMW X1 | ⬆ | Std. | Std. | Opt. | NA | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| BMW X2 | ⬆ | Std. | Std. | Opt. | NA | Good | Good | Good | Good | Good | Good | – | – | – |
| Buick Encore | ⬆ | Opt. | NA | NA | Opt. | Good | Accept. | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Buick Encore GX | – | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Jaguar E-Pace | ⬆ | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Land Rover Range Rover Evoque | ⬆ | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Lexus UX | ⬆ | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | ⬆ | ⬆ / ⬆ | ⬆ / ⬆ |
| Mercedes-Benz GLA | ⬆ | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | – | – | – |

| Make + Model | CR Test | Front-Crash Prevention | | | | IIHS Safety Tests | | | | | | NHTSA Safety Tests | | |
|-------------------------------------|---|------------------------|----------|----------|------|----------------------------|-------------------------------|----------------|------|------|------------|---|---|---|
| | Accident avoidance | FCW | AEB city | AEB hwy. | BSW | Front small overlap driver | Front small overlap passenger | Offset frontal | Side | Rear | Roof crush | Combined overall | Overall front / side | Rollover 2WD / 4WD |
| SUVs: SMALL LUXURY <i>Continued</i> | | | | | | | | | | | | | | |
| Mercedes-Benz GLB | — | Std. | Std. | Std. | Opt. | — | — | — | — | — | — | — | — | — |
| Mini Cooper Countryman |  | Std. | Std. | NA | NA | Good | — | Good | Good | Good | Good | — | — | — |
| Volvo XC40 |  | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| SUVs: MIDSIZED | | | | | | | | | | | | | | |
| Chevrolet Blazer |  | Opt. | Opt. | Opt. | Opt. | — | — | Good | Good | — | — |  |  /  |  /  |
| Dodge Durango |  | Opt. | Opt. | Opt. | Opt. | Marg. | — | Good | Good | Good | Good |  |  /  |  /  |
| Dodge Journey | — | NA | NA | NA | NA | Poor | — | Good | Good | Good | Good |  |  /  |  /  |
| Ford Edge |  | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Ford Explorer |  | Std. | Std. | Std. | Std. | Accept. | — | Good | Good | Good | Good | — | — | — |
| GMC Acadia |  | Opt. | Opt. | Opt. | Std. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Honda Passport |  | Std. | Std. | Std. | Opt. | Good | Accept. | Good | Good | Good | Good |  |  /  |  /  |
| Honda Pilot |  | Std. | Std. | Std. | Opt. | Good | Accept. | Good | Good | Good | Good |  |  /  |  /  |
| Hyundai Palisade |  | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | — | — | — |
| Hyundai Santa Fe |  | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Jeep Grand Cherokee |  | Opt. | Opt. | Opt. | Std. | Marg. | Poor | Good | Good | Good | Good |  |  /  |  /  |
| Jeep Wrangler |  | Opt. | Opt. | Opt. | Opt. | — | — | — | — | — | — | — |  / — | — /  |
| Kia Sorento |  | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Kia Telluride |  | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Mazda CX-9 |  | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Nissan Murano |  | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Nissan Pathfinder |  | Std. | Std. | Std. | Opt. | Good | Accept. | Good | Good | Good | Good |  |  /  |  /  |
| Subaru Ascent |  | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  | — /  |
| Toyota 4Runner |  | Std. | Std. | Std. | NA | Marg. | — | Good | Good | Good | Good |  |  /  |  /  |
| Toyota Highlander | — | Std. | Std. | Std. | Opt. | — | — | — | — | — | — | — | — | — |
| Volkswagen Atlas |  | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Volkswagen Atlas Cross Sport | — | Std. | Std. | Std. | Std. | — | — | — | — | — | — | — | — | — |
| SUVs: MIDSIZED LUXURY | | | | | | | | | | | | | | |
| Acura MDX |  | Std. | Std. | Std. | Opt. | Good | — | Good | Good | Good | Good |  |  /  |  /  |
| Acura RDX |  | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| Alfa Romeo Stelvio |  | Std. | Std. | Std. | Opt. | — | — | — | — | — | — | — | — | — |
| Audi Q5 |  | Std. | Std. | Opt. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  | — /  |
| Audi Q7 | — | Std. | Std. | Std. | Opt. | — | — | — | — | — | — | — | — /  | — /  |
| Audi Q8 | — | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  | — /  |
| Audi E-tron |  | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good |  |  /  | — /  |
| BMW X3 |  | Std. | Std. | Opt. | Opt. | Good | Good | Good | Good | Good | Good |  |  /  |  /  |
| BMW X4 | — | Std. | Std. | Opt. | Opt. | — | — | — | — | — | — | — | — | — |
| BMW X5 |  | Std. | Std. | Opt. | Std. | Good | Good | Good | Good | Good | Good |  |  /  | — /  |
| BMW X6 | — | Std. | Std. | Opt. | Std. | — | — | — | — | — | — | — | — | — |
| BMW X7 |  | Std. | Std. | Opt. | Std. | — | — | — | — | — | — | — | — | — |
| Buick Envision |  | Opt. | Opt. | Opt. | Opt. | Good | — | Good | Good | Good | Good |  |  /  | — /  |
| Cadillac XT4 |  | Std. | Std. | Opt. | Opt. | — | — | Good | Good | — | — |  |  /  |  /  |
| Cadillac XT5 |  | Std. | Std. | Opt. | Opt. | Good | — | Good | Good | Good | Good |  |  /  |  /  |
| Infiniti QX50 |  | Std. | Std. | Std. | Std. | — | — | Good | Good | — | — |  |  /  |  /  |
| Infiniti QX60 |  | Std. | Std. | Std. | Std. | Good | Accept. | Good | Good | Good | Good |  |  /  |  /  |
| Jaguar F-Pace |  | Std. | Std. | Opt. | Opt. | — | — | — | — | — | — | — | — | — |
| Jaguar I-Pace |  | Std. | Std. | Opt. | Opt. | — | — | — | — | — | — | — | — | — |
| Land Rover Defender | — | Std. | Std. | Opt. | Std. | — | — | — | — | — | — | — | — | — |
| Land Rover Discovery |  | Std. | Std. | Opt. | Std. | — | — | — | — | — | — | — | — | — |
| Land Rover Discovery Sport |  | Std. | Std. | Opt. | Opt. | — | — | — | — | — | — | — | — | — |
| Land Rover Range Rover Sport |  | Std. | Std. | Opt. | Opt. | — | — | — | — | — | — | — | — | — |

| Make + Model | CR Test | Front-Crash Prevention | | | | IIHS Safety Tests | | | | | | NHTSA Safety Tests | | |
|--|--------------------|------------------------|----------|----------|------|----------------------------|-------------------------------|----------------|------|---------|------------|--------------------|----------------------|--------------------|
| | Accident avoidance | FCW | AEB city | AEB hwy. | BSW | Front small overlap driver | Front small overlap passenger | Offset frontal | Side | Rear | Roof crush | Combined overall | Overall front / side | Rollover 2WD / 4WD |
| SUVs: MIDSIZED LUXURY <i>Continued</i> | | | | | | | | | | | | | | |
| Land Rover Range Rover Velar | | Std. | Std. | Opt. | Std. | – | – | – | – | – | – | – | – | – |
| Lexus GX | | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| Lexus NX | – | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / |
| Lexus RX | – | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / |
| Lincoln Aviator | | Std. | Std. | Std. | Std. | Accept. | – | Good | Good | Good | Good | – | – | – |
| Lincoln Corsair | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – | – |
| Lincoln Nautilus | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | | / | / |
| Maserati Levante | – | Opt. | Opt. | Opt. | Std. | – | – | – | – | – | – | – | – | – |
| Mercedes-Benz GLC | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | | / | / |
| Mercedes-Benz GLE | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | – | – | – |
| Porsche Cayenne | | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | – | – | – |
| Porsche Macan | | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Tesla Model X | | Std. | Std. | Std. | NA | – | – | – | – | – | – | | / | – / |
| Tesla Model Y | – | Std. | Std. | Std. | NA | – | – | – | – | – | – | – | – | – |
| Volvo XC60 | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | – | – | – |
| Volvo XC90 | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | | / | – / |
| SUVs: LARGE | | | | | | | | | | | | | | |
| Chevrolet Suburban | – | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Chevrolet Tahoe | – | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Chevrolet Traverse | | Opt. | Opt. | Opt. | Opt. | – | – | Good | Good | – | – | | / | / |
| Ford Expedition | | Std. | Std. | Std. | Std. | – | – | – | – | – | – | | / | / |
| GMC Yukon | | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | | / | / |
| GMC Yukon XL | | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | | / | / |
| Nissan Armada | | Std. | Std. | Std. | Opt. | – | – | – | – | – | – | | / | / |
| Toyota Sequoia | | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | / |
| SUVs: LARGE LUXURY | | | | | | | | | | | | | | |
| Buick Enclave | | Opt. | Opt. | Opt. | Opt. | – | – | Good | Good | – | – | | / | / |
| Cadillac Escalade | | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | – | – / | / |
| Cadillac XT6 | | Std. | Std. | Opt. | Std. | Good | Good | Good | Good | Good | Good | | / | / |
| Infiniti QX80 | | Std. | Std. | Std. | Std. | – | – | – | – | – | – | | / | / |
| Land Rover Range Rover | | Std. | Std. | Opt. | Opt. | – | – | – | – | – | – | – | – | – |
| Lexus LX | – | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| Lincoln Navigator | | Std. | Std. | Std. | Std. | – | – | – | – | – | – | | / | / |
| Mercedes-Benz GLS | | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| Toyota Land Cruiser | | Std. | Std. | Std. | Std. | – | – | – | – | – | – | – | – | – |
| PICKUPS: COMPACT | | | | | | | | | | | | | | |
| Chevrolet Colorado | | Opt. | NA | NA | NA | Good | Marg. | Good | Good | Good | Good | | / | / |
| Ford Ranger | | Std. | Std. | Std. | Opt. | Good | Accept. | Good | Good | Good | Good | | / | / |
| GMC Canyon | | Opt. | NA | NA | NA | Good | Marg. | Good | Good | Good | Good | | / | / |
| Honda Ridgeline | | Std. | Std. | Std. | Opt. | Good | Accept. | Good | Good | Good | Good | | / | / |
| Jeep Gladiator | | Opt. | Opt. | Opt. | Opt. | – | – | – | – | – | – | – | / – | – / |
| Nissan Frontier | – | NA | NA | NA | NA | Marg. | Marg. | Good | Good | Accept. | Good | | / | / |
| Toyota Tacoma | | Std. | Std. | Std. | Opt. | Good | Accept. | Good | Good | Good | Good | | / | / |
| PICKUPS: FULL-SIZED | | | | | | | | | | | | | | |
| Chevrolet Silverado 1500 | | Opt. | Opt. | NA | Opt. | Good | Marg. | Good | Good | Good | Good | | / | / |
| Ford F-150 | | Std. | Std. | Std. | Opt. | Good | Good | Good | Good | Good | Good | | / | / |
| GMC Sierra 1500 | | Opt. | Opt. | NA | Opt. | Good | Marg. | Good | Good | Good | Good | | / | / |
| Nissan Titan | | Std. | Std. | Std. | Std. | Good | Good | Good | Good | Good | Good | | / | / |
| Ram 1500 | | Opt. | Opt. | Opt. | Opt. | Good | Good | Good | Good | Good | Good | | / | / |
| Toyota Tundra | | Std. | Std. | Std. | Opt. | Marg. | Poor | Good | Good | Good | Accept. | | / | / |

SAFETY SYSTEMS EXPLAINED

With so many names out there for important new safety technology, CR stepped in to clarify things.

ADVANCED DRIVER ASSISTANCE systems have become more common on new vehicles, but the terminology used by automakers to describe them varies widely—and often seems to prioritize marketing over meaning.

That’s why CR worked with AAA, J.D. Power, the National Safety Council, and others to come up with simple, standard names to describe what these systems do.

The common naming outlined below is simple, specific, consistent, and designed to reduce driver and buyer confusion. The U.S. Department of Transportation has endorsed this effort to bring about standardized names for common safety features. These names are what we use in Consumer Reports’ print and web content, and the list will be continually refined as new systems are developed.

No matter what they’re called, it’s important to remember that these systems are designed to assist—not replace—an engaged driver.

| ACTIVE DRIVING ASSISTANCE | COLLISION WARNINGS | COLLISION INTERVENTION | PARKING ASSISTANCE | OTHER DRIVER ASSISTANCE SYSTEMS |
|---|--|---|---|---|
| <p>Adaptive Cruise Control</p> <p>Assists with acceleration and/or braking to maintain a prescribed distance between it and a vehicle in front. Some systems can come to a stop and resume driving when appropriate.</p> | <p>Blind Spot Warning</p> <p>Detects vehicles in the rear of adjacent lanes while driving and alerts the driver to their presence.</p> | <p>Automatic Emergency Braking</p> <p>Detects potential collisions while traveling forward and automatically applies the brakes to avoid or lessen the severity of impact. Some systems include pedestrian or other object detection.</p> | <p>Active Parking Assistance</p> <p>Controls steering and potentially other functions during parking. Driver may be responsible for acceleration, braking, and gear position. Some systems are capable of parallel and/or perpendicular parking.</p> | <p>Automatic High Beams</p> <p>Switches between high and low beam headlamps automatically based on lighting, surroundings, and traffic.</p> |
| <p>Active Driving Assistance</p> <p>Assists with vehicle acceleration, braking, and steering. Some systems are limited to specific driving conditions. Driver is responsible for primary task of driving.</p> | <p>Forward Collision Warning</p> <p>Detects impending collision while traveling forward and alerts driver. Some systems include pedestrian or other object detection.</p> | <p>Rear Automatic Emergency Braking</p> <p>Detects potential collision while traveling in reverse and automatically applies the brakes to avoid or lessen the severity of impact. Some systems include pedestrian or other object detection.</p> | <p>Remote Parking</p> <p>Parks vehicle without driver being physically present inside the vehicle. Automatically controls acceleration, braking, steering, and shifting.</p> | <p>Driver Monitoring</p> <p>Monitors driver to determine if they are actively engaged in the task of driving. Some systems monitor driver’s eye movements and head position.</p> |
| <p>Lane Keeping Assistance</p> <p>Assists with steering to maintain vehicle within driving lane.</p> | <p>Lane Departure Warning</p> <p>Monitors vehicle’s position within driving lane and alerts driver as the vehicle approaches or crosses lane markers.</p> | | <p>Surround-View Camera</p> <p>Uses cameras located around vehicle to present and overhead view of surroundings.</p> | <p>Night Vision</p> <p>Aids driver vision at night by projecting enhanced images on instrument cluster or head-up display.</p> |
| | <p>Parking Obstruction Warning</p> <p>Detects obstructions near vehicle during parking maneuvers.</p> | | <p>Backup Camera</p> <p>Provides view of area behind vehicle when in reverse. The system could include trailer assistance, a system that assists drivers during backing maneuvers with a trailer attached.</p> | <p>Head-Up Display</p> <p>Projects image of vehicle data and/or navigational info into the driver’s forward line of sight.</p> |
| | <p>Rear Cross Traffic Warning</p> <p>Detects vehicles approaching your car from the side and rear while reversing. The systems use audible and/or visual alerts.</p> | | | |

Dimensions

THESE CHARTS ALLOW you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, mostly compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

Exterior Dimensions and Weight

■ **Length, width, height,** and **wheelbase** data come from the manufacturer.

■ **Weight** of tested vehicles is measured on our scales.

Cargo

■ **Max. load** is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

■ **Cargo volume** for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded.

We use an adjustable pipe frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

■ **Towing capacity** is the maximum for the vehicle we tested. For those we didn't test, we have included the manufacturer's tow rating for a typical model.

■ **NR** denotes not recommended for towing.

Interior Dimensions

■ **Front, rear, and third-row shoulder room** are either our measurements or data from the manufacturer. For three adults to sit abreast comfort-

ably, rear shoulder room should be 55 inches or more.

■ **Front legroom** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go.

■ **Rear or third-row legroom** is measured with the front seat adjusted to provide 40 inches of front legroom.

■ **Headroom** is the clearance above a person 5 feet, 9 inches tall.

■ **NA** means data are not available; we have been unable to measure the vehicle completely. A dash (–) means not applicable.

| Make + Model | Exterior Dimensions + Weight | | | | | Cargo | | | Interior Dimensions | | | | | | | | |
|--------------------|------------------------------|-------------|--------------|-----------------|--------------|----------------|-----------------------|-----------------------|---------------------------|----------------------|-----------------------|--------------------------|---------------------|----------------------|-------------------------------|--------------------------|---------------------------|
| | Length (in.) | Width (in.) | Height (in.) | Wheelbase (in.) | Weight (lb.) | Max load (lb.) | Cargo volume (cu.ft.) | Towing capacity (lb.) | Front shoulder room (in.) | Front leg room (in.) | Front head room (in.) | Rear shoulder room (in.) | Rear leg room (in.) | Rear head room (in.) | Third row shoulder room (in.) | Third row leg room (in.) | Third row head room (in.) |
| Acura ILX | 182 | 71 | 56 | 105 | 3,095 | 850 | 12 | NR | 55.0 | 41.0 | 2.5 | 50.0 | 27.5 | 1.5 | - | - | - |
| Acura MDX | 196 | 77 | 67 | 111 | 4,200 | 1,175 | 34 | 5,000 | 60.5 | 41.0 | 4.5 | 58.5 | 30.0 | 3.5 | 52.0 | 25.0 | 0.0 |
| Acura RDX | 187 | 74 | 66 | 108 | 4,005 | 940 | 33 | 1,500 | 59.0 | 41.5 | 4.0 | 55.5 | 28.0 | 3.0 | - | - | - |
| Acura RLX | 198 | 74 | 58 | 112 | 3,930 | 850 | 15 | NR | 59.5 | 41.5 | 3.5 | 56.0 | 31.0 | 3.0 | - | - | - |
| Acura TLX | 190 | 74 | 57 | 109 | 3,480 | 850 | 13 | NR | 57.0 | 41.0 | 3.0 | 54.0 | 27.0 | 2.5 | - | - | - |
| Alfa Romeo Giulia | 183 | 73 | 57 | 111 | 3,695 | 905 | 12 | NR | 55.0 | 42.5 | 2.5 | 53.0 | 28.0 | 1.5 | - | - | - |
| Alfa Romeo Stelvio | 185 | 75 | 66 | 111 | 4,020 | 990 | 26.5 | 3,000 | 57.5 | 43.0 | 3.5 | 54.0 | 28.5 | 2.5 | - | - | - |
| Audi A3 | 175 | 70 | 56 | 104 | 3,135 | 1,100 | 13 | NR | 54.5 | 42.0 | 3.0 | 51.5 | 26.0 | 1.0 | - | - | - |
| Audi A4 | 186 | 73 | 56 | 111 | 3,630 | 1,060 | 13 | NR | 53.0 | 43.0 | 3.5 | 55.0 | 27.0 | 2.5 | - | - | - |
| Audi A5 | 184 | 73 | 54 | 109 | 3,550 | NA | 12 | NR | 55.5 | NA | NA | 50.5 | NA | NA | - | - | - |
| Audi A6 | 195 | 74 | 57 | 115 | 4,015 | 1,100 | 14 | 3,500 | 57.0 | 43.0 | 4.5 | 55.0 | 30.0 | 3.0 | - | - | - |
| Audi A7 | 196 | 75 | 56 | 115 | 4,235 | NA | 19 | NR | 56.0 | NA | NA | 54.0 | NA | NA | - | - | - |
| Audi A8 | 209 | 77 | 59 | 123 | 4,810 | 970 | 13 | NR | 58.5 | 43.0 | 5.0 | 57.0 | 36.0 | 4.0 | - | - | - |
| Audi E-Tron | 193 | 76 | 66 | 115 | 5,795 | 1,060 | 28 | 3,970 | 58.5 | 42.5 | 4.5 | 55.5 | 30.0 | 4.0 | - | - | - |
| Audi Q3 | 177 | 73 | 63 | 106 | 3,880 | 1,090 | 24.5 | 1,500 | 57.0 | 42.0 | 4.5 | 53.5 | 26.5 | 4.0 | - | - | - |
| Audi Q5 | 184 | 75 | 65 | 111 | 4,140 | 1,060 | 27 | 4,400 | 57.5 | 41.0 | 5.0 | 55.0 | 27.5 | 2.5 | - | - | - |
| Audi Q7 | 200 | 78 | 69 | 118 | 5,080 | 1,365 | 35.5 | 7,700 | 59.0 | 42.0 | 4.5 | 57.5 | 29.0 | 3.5 | 50.0 | 26.5 | 1.0 |
| Audi Q8 | 197 | 79 | 67 | 118 | 5,000 | 1,100 | NA | 7,700 | 59.5 | NA | NA | 58.5 | NA | NA | - | - | - |
| Audi TT | 165 | 72 | 53 | 99 | 3,140 | 770 | 12 | NR | 53.0 | 41.5 | 3.5 | 46.5 | 19.5 | 0.0 | - | - | - |
| BMW 2 Series | 175 | 70 | 56 | 106 | 3,450 | 805 | 14 | NR | 54.0 | 42.0 | 3.5 | 51.5 | 25.0 | 0.0 | - | - | - |
| BMW 3 Series | 186 | 72 | 57 | 112 | 3,640 | 825 | 17 | NR | 55.0 | 43.0 | 3.0 | 54.0 | 29.5 | 2.0 | - | - | - |
| BMW 4 Series | 183 | 72 | 54 | 111 | 3,470 | 790 | 16 | NR | 55.5 | NA | NA | 51.5 | NA | NA | - | - | - |
| BMW 5 Series | 195 | 74 | 58 | 117 | 3,950 | 850 | 19 | NR | 58.0 | 43.5 | 4.5 | 55.5 | 30.0 | 3.0 | - | - | - |
| BMW 7 Series | 207 | 75 | 58 | 126 | 4,710 | 960 | 18 | NR | 59.0 | 42.5 | 4.0 | 55.0 | 32.5 | 3.5 | - | - | - |
| BMW 8 Series | 191 | 75 | 53 | 111 | 4,480 | 770 | 15 | NR | 57.0 | NA | NA | 47.0 | NA | NA | - | - | - |
| BMW i3 | 157 | 70 | 62 | 101 | 3,140 | 650 | 12 | NR | 53.5 | 42.0 | 4.5 | 48.0 | 26.0 | 3.0 | - | - | - |
| BMW X1 | 175 | 72 | 63 | 105 | 3,725 | 900 | 27 | NR | 55.0 | 40.0 | 4.0 | 55.5 | 26.5 | 3.5 | - | - | - |
| BMW X2 | 172 | 72 | 60 | 105 | 3,645 | 900 | 23.5 | NR | 55.0 | 42.0 | 4.0 | 53.0 | 26.5 | 2.5 | - | - | - |
| BMW X3 | 186 | 74 | 66 | 113 | 4,220 | 935 | 32 | 4,410 | 57.5 | 43.5 | 5.5 | 55.5 | 29.0 | 4.5 | - | - | - |
| BMW X4 | 188 | 75 | 64 | 113 | 3,900 | NA | NA | 4,000 | 57.0 | NA | NA | 56.0 | NA | NA | - | - | - |
| BMW X5 | 194 | 79 | 69 | 117 | 4,740 | 950 | 36.5 | 7,200 | 59.5 | 42.0 | 4.5 | 57.0 | 28.5 | 4.5 | - | - | - |

Ratings & Reference Dimensions

| Make + Model | Exterior Dimensions + Weight | | | | | Cargo | | | Interior Dimensions | | | | | | | | |
|--------------------------|------------------------------|-------------|--------------|-----------------|--------------|----------------|-----------------------|-----------------------|---------------------------|----------------------|-----------------------|--------------------------|---------------------|----------------------|-------------------------------|--------------------------|---------------------------|
| | Length (in.) | Width (in.) | Height (in.) | Wheelbase (in.) | Weight (lb.) | Max load (lb.) | Cargo volume (cu.ft.) | Towing capacity (lb.) | Front shoulder room (in.) | Front leg room (in.) | Front head room (in.) | Rear shoulder room (in.) | Rear leg room (in.) | Rear head room (in.) | Third row shoulder room (in.) | Third row leg room (in.) | Third row head room (in.) |
| BMW X6 | 195 | 79 | 67 | 117 | 4,785 | 895 | NA | 7,200 | 60.0 | NA | NA | 57.5 | NA | NA | - | - | - |
| BMW X7 | 203 | 79 | 71 | 122 | 5,285 | 1,200 | 26 | 7,500 | 59.5 | 42.0 | 6.0 | 57.0 | 29.5 | 3.5 | 46.0 | 26.0 | 2.0 |
| BMW Z4 | 171 | 73 | 51 | 97 | 3,290 | 465 | 10 | NR | 54.5 | 42.0 | 3.5 | - | - | - | - | - | - |
| Buick Enclave | 204 | 79 | 70 | 121 | 4,690 | 1,625 | 48.5 | 5,000 | 62.0 | 43.0 | 5.5 | 61.5 | 31.5 | 3.5 | 57.0 | 25.0 | 0.0 |
| Buick Encore | 168 | 70 | 65 | 101 | 3,355 | 945 | 26 | NR | 53.0 | 42.0 | 4.0 | 49.0 | 25.5 | 4.0 | - | - | - |
| Buick Encore GX | 171 | 71 | 64 | 102 | NA | NA | NA | NA | 55.5 | NA | NA | 53.5 | NA | NA | - | - | - |
| Buick Envision | 184 | 72 | 67 | 108 | 4,050 | 950 | 32.5 | 1,500 | 56.5 | 42.5 | 4.0 | 53.5 | 30.5 | 1.5 | - | - | - |
| Buick Regal | 193 | 73 | 57 | 111 | 3,680 | 925 | 32 | NR | 56.5 | 42.5 | 4.0 | 55.5 | 30.0 | 2.0 | - | - | - |
| Cadillac CT4 | 187 | 72 | 56 | 109 | 3,620 | NA | 11 | NR | 55.0 | NA | NA | 54.0 | NA | NA | - | - | - |
| Cadillac CT5 | 194 | 74 | 57 | 116 | 3,860 | 875 | 12 | NR | 56.5 | NA | NA | 55.5 | NA | NA | - | - | - |
| Cadillac CT6 | 204 | 74 | 58 | 122 | 4,040 | 910 | 15 | 1,000 | 57.5 | 44.0 | 4.5 | 55.0 | 31.0 | 3.5 | - | - | - |
| Cadillac Escalade | 204 | 81 | 74 | 116 | 5,820 | 1,310 | 48 | 8,100 | 64.0 | 43.0 | 4.0 | 64.0 | 30.0 | 4.0 | 63.0 | 27.0 | 0.0 |
| Cadillac XT4 | 181 | 77 | 63 | 109 | 3,930 | 970 | 26.5 | 3,500 | 56.5 | 42.5 | 3.5 | 54.0 | 26.5 | 1.5 | - | - | - |
| Cadillac XT5 | 190 | 75 | 66 | 113 | 4,300 | 1,620 | 33 | 3,500 | 57.5 | 43.5 | 4.0 | 55.0 | 29.0 | 2.0 | - | - | - |
| Cadillac XT6 | 199 | 77 | 69 | 113 | 4,585 | 1,320 | 41 | 4,000 | 57.5 | 42.5 | 6.0 | 56.5 | 29.5 | 4.0 | 54.5 | 27.0 | 2.5 |
| Chevrolet Blazer | 191 | 77 | 67 | 113 | 4,235 | 1,705 | 34.5 | 4,500 | 58.0 | 42.5 | 6.5 | 57.5 | 30.0 | 4.5 | - | - | - |
| Chevrolet Bolt | 164 | 70 | 63 | 102 | 3,545 | 875 | 17 | NR | 54.0 | 42.5 | 5.5 | 54.0 | 29.5 | 3.0 | - | - | - |
| Chevrolet Camaro | 188 | 75 | 53 | 111 | 3,730 | 725 | 11 | NR | 55.0 | 42.5 | 2.0 | 47.5 | 23.0 | 0.0 | - | - | - |
| Chevrolet Colorado | 213 | 74 | 79 | 128 | 4,500 | 1,555 | - | 7,000 | 57.5 | 43.0 | 5.5 | 55.5 | 28.0 | 3.0 | - | - | - |
| Chevrolet Corvette | 182 | 76 | 49 | 107 | 3,365 | 525 | 13 | NR | 54.5 | NA | NA | - | - | - | - | - | - |
| Chevrolet Equinox | 183 | 73 | 65 | 107 | 3,540 | 995 | 32 | 3,500 | 55.5 | 42.5 | 4.0 | 54.0 | 30.0 | 2.0 | - | - | - |
| Chevrolet Impala | 201 | 73 | 59 | 112 | 3,855 | 945 | 19 | 1,000 | 56.0 | 43.0 | 4.0 | 53.0 | 32.0 | 2.0 | - | - | - |
| Chevrolet Malibu | 194 | 73 | 58 | 112 | 3,125 | 900 | 16 | 1,000 | 57.0 | 43.0 | 5.5 | 54.5 | 29.0 | 3.0 | - | - | - |
| Chevrolet Silverado 1500 | 232 | 81 | 76 | 147 | 5,130 | 1,940 | - | 12,100 | 64.5 | 43.5 | 8.0 | 64.0 | 33.5 | 6.0 | - | - | - |
| Chevrolet Sonic | 174 | 68 | 60 | 99 | 2,765 | 895 | 15 | NR | 52.0 | 42.0 | 5.5 | 52.0 | 24.0 | 2.5 | - | - | - |
| Chevrolet Spark | 143 | 63 | 58 | 94 | 2,280 | 660 | 11 | NR | 50.0 | 41.5 | 1.5 | 48.0 | 24.0 | 4.5 | - | - | - |
| Chevrolet Suburban | 226 | 81 | 76 | 134 | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Chevrolet Tahoe | 211 | 81 | 76 | 121 | NA | 1,440 | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Chevrolet TrailBlazer | 171 | 71 | 64 | 102 | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | - | - | - |
| Chevrolet Traverse | 204 | 79 | 71 | 121 | 4,695 | 1,450 | 54.5 | 5,000 | 61.0 | 43.5 | 6.5 | 61.5 | 30.0 | 4.0 | 58.0 | 23.0 | 3.5 |
| Chevrolet Trax | 167 | 70 | 66 | 101 | 3,255 | 945 | 26 | NR | 53.0 | 43.0 | 6.5 | 50.0 | 26.0 | 4.0 | - | - | - |
| Chrysler 300 | 199 | 75 | 58 | 120 | 4,095 | 865 | 16 | 1,000 | 57.5 | 43.0 | 3.0 | 54.5 | 29.5 | 2.5 | - | - | - |
| Chrysler Pacifica | 204 | 80 | 70 | 122 | 4,535 | 1,300 | 66 | 3,600 | 63.5 | 42.0 | 6.5 | 63.0 | 31.0 | 4.5 | 61.0 | 29.0 | 4.0 |
| Dodge Challenger | 198 | 76 | 57 | 116 | 4,190 | 865 | 16 | 1,000 | 58.5 | 42.0 | 6.0 | 53.0 | 23.0 | 1.0 | - | - | - |
| Dodge Charger | 201 | 75 | 58 | 120 | 4,335 | 865 | 16 | 1,000 | 57.0 | 41.5 | 2.5 | 55.0 | 28.0 | 2.0 | - | - | - |
| Dodge Durango | 200 | 76 | 71 | 120 | 5,105 | 1,200 | 44 | 6,200 | 58.0 | 42.0 | 4.0 | 57.0 | 28.0 | 5.0 | 49.0 | 26.0 | 0.0 |
| Dodge Grand Caravan | 203 | 79 | 68 | 121 | 4,685 | 1,150 | 61.5 | 1,500 | 64.0 | 41.0 | 3.0 | 63.5 | 32.5 | 3.0 | 59.0 | 27.0 | 1.5 |
| Dodge Journey | 192 | 72 | 67 | 114 | 4,000 | NA | 37 | 2,500 | 57.0 | 41.0 | 4.5 | 56.5 | 26.0 | 4.5 | 51.0 | 24.0 | 0.0 |
| Fiat 124 | 160 | 69 | 49 | 91 | 2,450 | 340 | 5 | NR | 51.5 | 40.5 | 2.0 | - | - | - | - | - | - |
| Fiat 500L | 167 | 70 | 66 | 103 | 3,330 | 860 | 22.5 | NR | 56.0 | 41.0 | 7.0 | 52.5 | 28.5 | 3.5 | - | - | - |
| Fiat 500X | 167 | 71 | 64 | 101 | 3,280 | 1,080 | 19.5 | NR | 53.5 | 41.5 | 6.0 | 51.5 | 26.5 | 2.5 | - | - | - |
| Ford EcoSport | 161 | 70 | 65 | 99 | 3,390 | 825 | 22.5 | 2,000 | 51.5 | 42.0 | 3.5 | 49.5 | 27.0 | 2.5 | - | - | - |
| Ford Edge | 189 | 76 | 68 | 112 | 4,250 | 950 | 39 | 3,500 | 58.0 | 41.5 | 3.5 | 59.0 | 29.0 | 2.5 | - | - | - |
| Ford Escape | 181 | 74 | 69 | 107 | 3,530 | 910 | 30.5 | 2,000 | 57.0 | 41.5 | 5.0 | 54.5 | 29.5 | 3.5 | - | - | - |
| Ford Expedition | 222 | 82 | 76 | 132 | 6,035 | 1,510 | 66 | 9,300 | 65.0 | 42.5 | 4.5 | 64.5 | 33.0 | 2.5 | 63.5 | 26.5 | 3.0 |
| Ford Explorer | 199 | 79 | 70 | 119 | 4,565 | 1,255 | 44.5 | 5,600 | 61.0 | 42.0 | 5.0 | 61.0 | 28.5 | 3.0 | 49.0 | 25.0 | 3.0 |
| Ford F-150 | 232 | 80 | 77 | 145 | 5,065 | 1,515 | - | 12,700 | 66.0 | 43.0 | 7.5 | 65.5 | 34.5 | 6.0 | - | - | - |
| Ford Fusion | 192 | 73 | 58 | 112 | 3,505 | 850 | 16 | 1,000 | 57.5 | 42.0 | 5.0 | 54.5 | 29.0 | 3.0 | - | - | - |
| Ford Mustang | 188 | 75 | 54 | 107 | 3,845 | 670 | 14 | 1,000 | 56.0 | 42.5 | 4.0 | 50.0 | 23.0 | 0.0 | - | - | - |
| Ford Ranger | 211 | 73 | 72 | 127 | 4,505 | 1,460 | - | 7,500 | 56.5 | 42.0 | 6.5 | 56.0 | 28.0 | 3.5 | - | - | - |
| Genesis G70 | 184 | 73 | 55 | 112 | 3,770 | 905 | 11 | NR | 56.0 | 42.0 | 3.0 | 52.0 | 27.0 | 2.0 | - | - | - |
| Genesis G80 | 197 | 74 | 58 | 119 | 4,530 | 905 | 15 | NR | 57.5 | 42.0 | 3.5 | 56.0 | 29.5 | 2.5 | - | - | - |
| Genesis G90 | 205 | 75 | 59 | 124 | 4,820 | 880 | 16 | NR | 59.0 | 44.0 | 4.5 | 56.5 | 33.0 | 3.0 | - | - | - |
| GMC Acadia | 193 | 75 | 67 | 113 | 4,395 | 1,585 | 40.5 | 4,000 | 58.0 | 43.0 | 5.0 | 56.0 | 31.0 | 4.0 | 54.0 | 24.0 | 3.5 |
| GMC Canyon | 212 | 74 | 79 | 128 | 4,500 | 1,555 | - | 7,000 | 57.5 | 43.0 | 5.5 | 55.5 | 28.0 | 3.0 | - | - | - |
| GMC Sierra 1500 | 232 | 81 | 76 | 147 | 5,130 | 1,940 | - | 12,100 | 64.5 | 43.5 | 8.0 | 64.0 | 33.5 | 6.0 | - | - | - |

| Make + Model | Exterior Dimensions + Weight | | | | | Cargo | | | Interior Dimensions | | | | | | | | |
|----------------------------|------------------------------|-------------|--------------|-----------------|--------------|----------------|-----------------------|-----------------------|---------------------------|----------------------|-----------------------|--------------------------|---------------------|----------------------|-------------------------------|--------------------------|---------------------------|
| | Length (in.) | Width (in.) | Height (in.) | Wheelbase (in.) | Weight (lb.) | Max load (lb.) | Cargo volume (cu.ft.) | Towing capacity (lb.) | Front shoulder room (in.) | Front leg room (in.) | Front head room (in.) | Rear shoulder room (in.) | Rear leg room (in.) | Rear head room (in.) | Third row shoulder room (in.) | Third row leg room (in.) | Third row head room (in.) |
| GMC Terrain | 182 | 72 | 65 | 107 | 3,800 | 985 | 33 | 3,500 | 56.5 | 42.5 | 4.5 | 53.5 | 30.0 | 2.5 | - | - | - |
| GMC Yukon | 204 | 81 | 74 | 116 | 5,635 | 1,580 | 47.5 | 8,200 | 64.5 | 43.5 | 4.5 | 64.5 | 30.0 | 4.5 | 63.5 | 27.0 | 0.0 |
| GMC Yukon XL | 224 | 81 | 74 | 130 | 5,945 | 1,455 | 62.5 | 8,000 | 64.5 | 43.5 | 4.5 | 64.5 | 30.0 | 5.0 | 64.0 | 27.0 | 4.0 |
| Honda Accord | 192 | 73 | 57 | 111 | 3,155 | 850 | 17 | 1,000 | 57.5 | 42.0 | 4.0 | 55.5 | 32.0 | 3.0 | - | - | - |
| Honda Civic | 182 | 71 | 56 | 106 | 2,745 | 850 | 13 | NR | 56.5 | 42.0 | 5.0 | 54.0 | 30.0 | 2.0 | - | - | - |
| Honda Clarity | 193 | 74 | 58 | 108 | 4,045 | 850 | 16 | NR | 59.5 | 40.5 | 4.0 | 55.5 | 30.5 | 2.5 | - | - | - |
| Honda CR-V | 181 | 73 | 67 | 105 | 3,450 | 850 | 36 | 1,500 | 59.0 | 41.5 | 4.0 | 54.5 | 31.0 | 4.5 | - | - | - |
| Honda Fit | 161 | 67 | 60 | 99 | 2,625 | 850 | 17 | NR | 54.0 | 40.0 | 3.5 | 49.5 | 29.0 | 2.0 | - | - | - |
| Honda HR-V | 169 | 70 | 63 | 103 | 3,045 | 850 | 32 | NR | 56.0 | 41.0 | 5.0 | 51.5 | 30.0 | 3.5 | - | - | - |
| Honda Insight | 184 | 72 | 56 | 106 | 2,975 | 950 | 15 | NR | 56.5 | 41.0 | 6.0 | 54.0 | 28.5 | 2.0 | - | - | - |
| Honda Odyssey | 203 | 79 | 68 | 118 | 4,490 | 1,340 | 71.5 | 3,500 | 61.5 | 41.0 | 5.0 | 60.5 | 31.0 | 5.0 | 59.0 | 29.5 | 4.0 |
| Honda Passport | 191 | 79 | 72 | 111 | 4,170 | 950 | 39 | 5,000 | 61.0 | 41.0 | 5.5 | 60.5 | 30.0 | 5.0 | - | - | - |
| Honda Pilot | 197 | 79 | 71 | 110 | 4,280 | 1,340 | 48 | 5,000 | 61.0 | 41.0 | 6.0 | 60.5 | 28.0 | 5.5 | 56.0 | 27.5 | 4.5 |
| Honda Ridgeline | 210 | 79 | 71 | 125 | 4,415 | 1,325 | - | 5,000 | 61.0 | 40.5 | 6.0 | 60.5 | 26.0 | 4.5 | - | - | - |
| Hyundai Accent | 173 | 68 | 57 | 102 | 2,625 | 850 | 14 | NR | 54.0 | 42.0 | 5.0 | 51.5 | 25.0 | 2.0 | - | - | - |
| Hyundai Elantra | 182 | 71 | 57 | 106 | 2,865 | 850 | 14 | NR | 55.0 | 43.0 | 5.0 | 53.5 | 27.5 | 2.5 | - | - | - |
| Hyundai Ioniq | 176 | 72 | 57 | 106 | 3,070 | 850 | 19.5 | NR | 55.0 | 42.0 | 5.0 | 51.5 | 27.0 | 2.5 | - | - | - |
| Hyundai Kona | 164 | 71 | 61 | 102 | 3,145 | 860 | 22.5 | NR | 54.5 | 42.0 | 4.0 | 52.0 | 25.0 | 3.0 | - | - | - |
| Hyundai Palisade | 196 | 78 | 69 | 114 | 4,395 | 1,175 | 47.5 | 5,000 | 60.5 | 42.0 | 5.0 | 60.0 | 31.0 | 4.5 | 55.0 | 23.0 | 2.5 |
| Hyundai Santa Fe | 188 | 74 | 66 | 109 | 4,015 | 860 | 35.5 | 3,500 | 58.0 | 42.5 | 4.5 | 56.0 | 30.0 | 3.5 | - | - | - |
| Hyundai Sonata | 193 | 73 | 57 | 112 | 3,175 | 905 | 16 | NR | 57.0 | 43.0 | 4.0 | 55.0 | 30.5 | 3.5 | - | - | - |
| Hyundai Tucson | 176 | 73 | 65 | 105 | 3,520 | 970 | 29.5 | 1,500 | 56.0 | 41.0 | 5.5 | 54.0 | 27.5 | 4.5 | - | - | - |
| Hyundai Veloster | 167 | 71 | 55 | 104 | 2,795 | 700 | 20 | NR | 55.5 | 42.5 | 4.0 | 51.0 | 27.0 | 0.0 | - | - | - |
| Hyundai Venue | 159 | 70 | 62 | 99 | 2,645 | 840 | 19 | NR | 53.5 | 41.0 | 5.5 | 50.5 | 25.5 | 3.5 | - | - | - |
| Infiniti Q50 | 190 | 72 | 57 | 112 | 3,875 | 900 | 14 | NR | 55.5 | 41.5 | 3.5 | 54.5 | 28.0 | 2.0 | - | - | - |
| Infiniti QX50 | 185 | 75 | 66 | 110 | 4,155 | 860 | 30.5 | 3,000 | 58.5 | 42.5 | 5.0 | 56.0 | 29.0 | 3.0 | - | - | - |
| Infiniti QX60 | 201 | 77 | 69 | 114 | 4,530 | 1,150 | 39 | 5,000 | 59.0 | 41.5 | 4.0 | 59.0 | 28.0 | 3.5 | 55.0 | 27.0 | 1.5 |
| Infiniti QX80 | 210 | 80 | 76 | 121 | 5,990 | 1,590 | 49.5 | 8,500 | 63.5 | 40.5 | 5.0 | 63.0 | 31.0 | 5.0 | 58.0 | 25.0 | 2.0 |
| Jaguar E-Pace | 173 | 82 | 65 | 106 | 4,130 | 825 | 21.5 | 3,970 | 56.0 | 42.5 | 5.5 | 54.0 | 27.0 | 2.5 | - | - | - |
| Jaguar F-Pace | 186 | 87 | 66 | 113 | 4,350 | 960 | 28.5 | 5,290 | 57.0 | 41.0 | 4.0 | 55.0 | 27.5 | 3.0 | - | - | - |
| Jaguar I-Pace | 184 | 75 | 61 | 118 | 4,920 | 860 | 25.5 | NR | 57.5 | 42.0 | 5.5 | 54.0 | 29.5 | 3.5 | - | - | - |
| Jaguar XE | 184 | 77 | 56 | 112 | 3,770 | 825 | 16 | NR | 56.0 | 41.0 | 2.0 | 53.0 | 27.0 | 2.5 | - | - | - |
| Jaguar XF | 195 | 78 | 58 | 117 | 4,175 | 960 | 19 | NR | 56.5 | 43.0 | 3.5 | 54.0 | 30.5 | 3.5 | - | - | - |
| Jeep Cherokee | 182 | 73 | 66 | 107 | 4,070 | 900 | 31 | 4,500 | 57.0 | 42.5 | 3.0 | 54.0 | 29.0 | 1.0 | - | - | - |
| Jeep Compass | 173 | 74 | 65 | 104 | 3,525 | 860 | 27.5 | 2,000 | 55.5 | 41.5 | 3.5 | 52.5 | 28.0 | 1.5 | - | - | - |
| Jeep Gladiator | 218 | 74 | 75 | 137 | 4,650 | 1,450 | - | 7,650 | 56.0 | 41.5 | 4.5 | 56.0 | 29.0 | 6.5 | - | - | - |
| Jeep Grand Cherokee | 190 | 77 | 68 | 115 | 4,900 | 1,050 | 36.5 | 6,200 | 58.0 | 41.5 | 4.0 | 57.0 | 27.0 | 4.5 | - | - | - |
| Jeep Renegade | 167 | 71 | 66 | 101 | 3,360 | 985 | 30.5 | 2,000 | 55.0 | 43.0 | 7.0 | 52.5 | 27.0 | 6.0 | - | - | - |
| Jeep Wrangler | 188 | 74 | 74 | 118 | 4,440 | 850 | 41.5 | 3,500 | 55.5 | 41.0 | 4.5 | 53.0 | 29.0 | 5.0 | - | - | - |
| Kia Cadenza | 196 | 74 | 58 | 112 | 3,725 | 905 | 16 | NR | 57.0 | 42.0 | 3.0 | 54.5 | 31.0 | 3.0 | - | - | - |
| Kia Forte | 183 | 71 | 57 | 106 | 2,805 | 850 | 15 | NR | 55.0 | 42.0 | 5.0 | 52.0 | 28.0 | 2.5 | - | - | - |
| Kia K900 | 202 | 75 | 59 | 122 | 4,735 | NA | 15 | NR | 59.0 | NA | NA | 57.0 | NA | NA | - | - | - |
| Kia Niro | 172 | 71 | 60 | 106 | 3,155 | 850 | 19 | NR | 55.0 | 42.5 | 5.0 | 53.0 | 28.5 | 4.5 | - | - | - |
| Kia Optima | 191 | 73 | 58 | 110 | 3,300 | 905 | 16 | NR | 56.5 | 42.0 | 4.0 | 54.5 | 29.5 | 3.5 | - | - | - |
| Kia Rio | 173 | 68 | 57 | 102 | 2,575 | 850 | 14 | NR | 53.5 | 42.0 | 4.5 | 51.5 | 25.0 | 2.0 | - | - | - |
| Kia Sedona | 201 | 78 | 69 | 121 | 4,595 | 1,325 | 46 | 3,500 | 63.0 | 42.5 | 6.5 | 62.5 | 32.0 | 5.0 | 59.0 | 27.5 | 2.0 |
| Kia Seltos | 172 | 71 | 63 | 104 | 3,185 | 860 | NA | NR | 55.5 | NA | NA | 54.5 | NA | NA | - | - | - |
| Kia Sorento | 189 | 74 | 66 | 109 | 4,285 | 1,120 | 37.5 | 5,000 | 58.5 | 42.0 | 4.0 | 56.5 | 27.5 | 3.5 | 52.0 | 26.0 | 0.0 |
| Kia Soul | 165 | 71 | 63 | 102 | 2,995 | 860 | 24 | NR | 54.5 | 42.5 | 6.0 | 52.0 | 28.0 | 5.0 | - | - | - |
| Kia Sportage | 176 | 73 | 64 | 105 | 3,485 | 970 | 29.5 | 2,000 | 56.0 | 41.5 | 5.5 | 53.0 | 28.0 | 4.5 | - | - | - |
| Kia Stinger | 190 | 74 | 55 | 114 | 3,910 | 930 | 23 | NR | 55.0 | 43.0 | 2.5 | 51.0 | 29.5 | 2.0 | - | - | - |
| Kia Telluride | 197 | 78 | 69 | 114 | 4,300 | 1,325 | 47.5 | 5,000 | 62.5 | 43.0 | 5.5 | 59.0 | 32.0 | 5.5 | 54.5 | 25.0 | 0.0 |
| Land Rover Defender | 198 | 79 | 77 | 119 | 4,940 | 1,985 | NA | 8,200 | NA | NA | NA | NA | NA | NA | - | - | - |
| Land Rover Discovery | 196 | 82 | 74 | 115 | 5,405 | 1,200 | 42.5 | 8,200 | 60.5 | 43.0 | 4.5 | 59.5 | 28.0 | 4.5 | 47.5 | 27.0 | 3.5 |
| Land Rover Discovery Sport | 181 | 82 | 68 | 108 | 4,325 | 935 | 33 | 4,410 | 58.5 | 41.0 | 6.5 | 56.0 | 29.5 | 4.5 | - | - | - |

Ratings & Reference Dimensions

| Make + Model | Exterior Dimensions + Weight | | | | | Cargo | | | Interior Dimensions | | | | | | | | |
|-------------------------------|------------------------------|-------------|--------------|-----------------|--------------|----------------|-----------------------|-----------------------|---------------------------|----------------------|-----------------------|--------------------------|---------------------|----------------------|-------------------------------|--------------------------|---------------------------|
| | Length (in.) | Width (in.) | Height (in.) | Wheelbase (in.) | Weight (lb.) | Max load (lb.) | Cargo volume (cu.ft.) | Towing capacity (lb.) | Front shoulder room (in.) | Front leg room (in.) | Front head room (in.) | Rear shoulder room (in.) | Rear leg room (in.) | Rear head room (in.) | Third row shoulder room (in.) | Third row leg room (in.) | Third row head room (in.) |
| Land Rover Range Rover | 197 | 78 | 72 | 115 | 5,300 | 960 | 34.5 | 7,715 | 60.5 | 42.5 | 5.5 | 59.0 | 29.0 | 4.0 | - | - | - |
| Land Rover Range Rover Evoque | 172 | 79 | 65 | 106 | 4,235 | 825 | 25 | 3,700 | 56.5 | 41.5 | 5.5 | 55.0 | 27.0 | 4.5 | - | - | - |
| Land Rover Range Rover Sport | 191 | 78 | 70 | 115 | 5,255 | 1,345 | 31.5 | 7,715 | 60.5 | 42.0 | 4.5 | 59.0 | 28.0 | 3.0 | 43.0 | 23.0 | 0.0 |
| Land Rover Range Rover Velar | 189 | 80 | 66 | 113 | 4,350 | 825 | 29 | 5,500 | 57.0 | 42.5 | 4.5 | 55.0 | 28.5 | 4.0 | - | - | - |
| Lexus ES | 196 | 73 | 57 | 113 | 3,770 | 905 | 17 | NR | 55.0 | 43.0 | 2.5 | 52.0 | 31.5 | 2.5 | - | - | - |
| Lexus GS | 192 | 72 | 57 | 112 | 3,845 | 825 | 16 | NR | 56.5 | 43.0 | 3.0 | 55.0 | 28.0 | 2.5 | - | - | - |
| Lexus GX | 192 | 74 | 74 | 110 | 5,170 | 1,155 | 36.5 | 6,500 | 57.0 | 42.0 | 5.5 | 57.0 | 30.0 | 6.0 | 44.0 | 24.5 | 1.0 |
| Lexus IS | 184 | 71 | 56 | 110 | 3,850 | 825 | 14 | NR | 55.0 | 42.5 | 3.0 | 51.5 | 28.5 | 2.5 | - | - | - |
| Lexus LS | 206 | 75 | 58 | 123 | 5,170 | 870 | 17 | NR | 57.0 | 43.0 | 2.5 | 54.5 | 33.0 | 2.5 | - | - | - |
| Lexus LX | 200 | 78 | 75 | 112 | 6,000 | 1,385 | NA | 7,000 | 61.0 | NA | NA | 59.0 | NA | NA | 59.0 | NA | NA |
| Lexus NX | 183 | 74 | 65 | 105 | 4,000 | 895 | 28.5 | 2,000 | 56.5 | 42.0 | 3.0 | 57.0 | 30.0 | 3.5 | - | - | - |
| Lexus RC | 185 | 72 | 55 | 108 | 3,750 | 700 | 10 | NR | 54.5 | NA | NA | 51.0 | NA | NA | - | - | - |
| Lexus RX | 193 | 75 | 68 | 110 | 4,435 | 920 | 30 | 3,500 | 57.5 | 42.0 | 3.0 | 56.0 | 30.5 | 5.0 | - | - | - |
| Lexus UX | 177 | 72 | 60 | 104 | 3,570 | 890 | 18 | NR | 54.5 | 42.5 | 3.0 | 51.0 | 27.0 | 3.0 | - | - | - |
| Lincoln Aviator | 199 | 80 | 70 | 119 | 5,065 | 1,415 | 49 | 6,700 | 61.0 | 41.0 | 5.0 | 61.0 | 29.0 | 3.0 | 50.0 | 21.0 | 3.0 |
| Lincoln Continental | 201 | 78 | 59 | 118 | 4,540 | 900 | 17 | 1,000 | 58.0 | 41.5 | 5.0 | 55.0 | 32.5 | 3.0 | - | - | - |
| Lincoln Corsair | 181 | 76 | 64 | 107 | 3,910 | 850 | 27.5 | 3,000 | 56.5 | 41.0 | 5.0 | 55.5 | 28.0 | 3.0 | - | - | - |
| Lincoln MKZ | 194 | 73 | 58 | 112 | 3,755 | 875 | 15 | 1,000 | 57.0 | 41.5 | 3.0 | 54.5 | 28.0 | 2.0 | - | - | - |
| Lincoln Nautilus | 190 | 76 | 66 | 112 | 4,560 | 900 | 32.5 | 3,500 | 58.0 | 40.5 | 4.0 | 57.0 | 28.0 | 2.0 | - | - | - |
| Lincoln Navigator | 210 | 84 | 76 | 123 | 6,100 | 1,565 | 56 | 8,300 | 65.0 | 42.5 | 4.5 | 65.0 | 32.0 | 3.0 | 63.0 | 26.0 | 3.5 |
| Maserati Ghibli | 196 | 77 | 58 | 118 | 4,625 | 925 | 18 | NR | 57.5 | 42.0 | 3.0 | 55.5 | 26.0 | 2.5 | - | - | - |
| Maserati Levante | 197 | 78 | 66 | 118 | 4,905 | NA | NA | 6,000 | NA | NA | NA | NA | NA | NA | - | - | - |
| Mazda 3 | 184 | 71 | 57 | 107 | 3,025 | 860 | 13 | NR | 55.0 | 42.0 | 4.0 | 52.0 | 27.0 | 2.0 | - | - | - |
| Mazda 6 | 192 | 72 | 57 | 111 | 3,405 | 850 | 15 | NR | 57.0 | 41.0 | 3.0 | 53.5 | 29.0 | 4.0 | - | - | - |
| Mazda CX-3 | 168 | 70 | 61 | 101 | 2,945 | 850 | 18 | NR | 52.5 | 41.5 | 4.0 | 48.0 | 25.5 | 3.0 | - | - | - |
| Mazda CX-30 | 173 | 71 | 62 | 105 | 3,355 | 850 | NA | NR | 55.5 | NA | NA | 53.5 | NA | NA | - | - | - |
| Mazda CX-5 | 179 | 73 | 66 | 106 | 3,590 | 850 | 30.5 | 2,000 | 56.5 | 42.0 | 4.0 | 54.0 | 27.5 | 4.5 | - | - | - |
| Mazda CX-9 | 200 | 76 | 68 | 113 | 4,585 | 1,190 | 34 | 3,500 | 57.0 | 42.5 | 5.0 | 56.5 | 31.0 | 4.5 | 53.0 | 28.0 | 0.5 |
| Mazda MX-5 Miata | 154 | 68 | 49 | 91 | 2,335 | 340 | 5 | NR | 51.5 | 41.0 | 2.0 | - | - | - | - | - | - |
| Mercedes-Benz A-Class | 179 | 71 | 57 | 107 | 3,425 | 950 | 9 | NR | 55.0 | 43.0 | 2.5 | 53.0 | 27.5 | 2.5 | - | - | - |
| Mercedes-Benz C-Class | 185 | 71 | 57 | 112 | 3,670 | 795 | 13 | NR | 55.0 | 44.0 | 3.0 | 53.0 | 26.5 | 1.5 | - | - | - |
| Mercedes-Benz CLA | 185 | 72 | 57 | 107 | 3,485 | 950 | 16 | NR | 54.5 | 43.0 | 3.0 | 53.0 | 27.0 | 1.0 | - | - | - |
| Mercedes-Benz CLS | 199 | 74 | 55 | 116 | 4,255 | NA | 12 | NR | 58.0 | NA | NA | 56.5 | NA | NA | - | - | - |
| Mercedes-Benz E-Class | 194 | 73 | 57 | 116 | 4,030 | 1,070 | 16 | NR | 57.5 | 43.5 | 4.0 | 56.0 | 27.5 | 2.5 | - | - | - |
| Mercedes-Benz GLA | 174 | 71 | 60 | 106 | 3,535 | 795 | 23 | NR | 54.5 | 44.0 | 2.0 | 51.5 | 26.5 | 2.0 | - | - | - |
| Mercedes-Benz GLB | 182 | 72 | 65 | 111 | 3,785 | 940 | NA | NA | NA | NA | NA | NA | NA | NA | - | - | - |
| Mercedes-Benz GLC | 183 | 74 | 65 | 113 | 4,010 | 950 | 28 | 4,850 | 57.0 | 44.0 | 4.5 | 55.0 | 27.5 | 4.0 | - | - | - |
| Mercedes-Benz GLE | 194 | 85 | 71 | 118 | 5,145 | 980 | 36.5 | 7,700 | 59.0 | 43.0 | 5.0 | 56.0 | 32.0 | 5.0 | - | - | - |
| Mercedes-Benz GLS | 205 | 77 | 73 | 123 | 5,495 | 1,300 | NA | 7,715 | 59.0 | 43.0 | 5.5 | 57.5 | 31.5 | 5.0 | 50.0 | 21.5 | 3.5 |
| Mercedes-Benz S-Class | 207 | 75 | 59 | 125 | 4,935 | 915 | 16 | NR | 59.0 | 45.0 | 3.5 | 57.0 | 33.0 | 3.0 | - | - | - |
| Mini Cooper | 151 | 68 | 56 | 98 | 2,775 | 770 | 9 | NR | 50.5 | 42.5 | 3.0 | 46.0 | 24.0 | 2.5 | - | - | - |
| Mini Cooper Countryman | 170 | 72 | 61 | 105 | 3,690 | 925 | 23.5 | NR | 55.0 | 42.5 | 3.5 | 53.0 | 29.0 | 2.0 | - | - | - |
| Mitsubishi Eclipse Cross | 173 | 71 | 67 | 105 | 3,515 | 825 | 22.5 | 2,000 | 56.0 | 41.0 | 4.5 | 54.0 | 29.0 | 2.5 | - | - | - |
| Mitsubishi Mirage | 149 | 66 | 59 | 97 | 2,085 | 825 | 17 | NR | 51.5 | 40.0 | 4.0 | 50.0 | 26.5 | 2.0 | - | - | - |
| Mitsubishi Outlander | 185 | 71 | 66 | 105 | 3,610 | 1,155 | 32.5 | 1,500 | 56.0 | 40.5 | 5.5 | 55.0 | 29.5 | 3.5 | 51.0 | 24.0 | 0.0 |
| Mitsubishi Outlander Sport | 169 | 70 | 64 | 105 | 3,290 | 825 | 25.5 | NR | 56.0 | 41.0 | 5.0 | 55.0 | 27.0 | 3.5 | - | - | - |
| Nissan Altima | 193 | 73 | 57 | 111 | 3,240 | 900 | 15 | NR | 57.5 | 41.5 | 3.5 | 54.0 | 29.5 | 2.5 | - | - | - |
| Nissan Armada | 209 | 80 | 76 | 121 | 5,910 | 1,545 | 47 | 8,500 | 63.0 | 40.5 | 5.0 | 63.0 | 31.0 | 5.0 | 53.0 | 26.0 | 3.0 |
| Nissan Frontier | 206 | 73 | 70 | 126 | 4,655 | 1,160 | - | 6,100 | 58.0 | 40.0 | 3.0 | 58.0 | 27.0 | 3.5 | - | - | - |
| Nissan Kicks | 169 | 69 | 62 | 103 | 2,630 | 850 | 25 | NR | 53.0 | 42.5 | 6.0 | 51.0 | 27.0 | 4.0 | - | - | - |
| Nissan Leaf | 176 | 71 | 61 | 106 | 3,850 | 860 | 24 | NR | 54.0 | 41.0 | 5.5 | 51.0 | 27.0 | 2.0 | - | - | - |
| Nissan Maxima | 193 | 73 | 57 | 109 | 3,535 | 900 | 14 | NR | 56.0 | 41.5 | 2.5 | 53.0 | 28.0 | 2.0 | - | - | - |
| Nissan Murano | 192 | 75 | 67 | 111 | 4,025 | 900 | 33.5 | 1,500 | 58.5 | 41.5 | 4.0 | 57.5 | 29.5 | 2.5 | - | - | - |
| Nissan Pathfinder | 199 | 77 | 70 | 114 | 4,505 | 1,150 | 39.5 | 6,000 | 60.0 | 42.0 | 4.5 | 60.0 | 29.5 | 3.0 | 56.0 | 25.5 | 2.0 |

| Make + Model | Exterior Dimensions + Weight | | | | | Cargo | | | Interior Dimensions | | | | | | | | |
|------------------------------|------------------------------|-------------|--------------|-----------------|--------------|----------------|-----------------------|-----------------------|---------------------------|----------------------|-----------------------|--------------------------|---------------------|----------------------|-------------------------------|--------------------------|---------------------------|
| | Length (in.) | Width (in.) | Height (in.) | Wheelbase (in.) | Weight (lb.) | Max load (lb.) | Cargo volume (cu.ft.) | Towing capacity (lb.) | Front shoulder room (in.) | Front leg room (in.) | Front head room (in.) | Rear shoulder room (in.) | Rear leg room (in.) | Rear head room (in.) | Third row shoulder room (in.) | Third row leg room (in.) | Third row head room (in.) |
| Nissan Rogue | 185 | 72 | 66 | 107 | 3,590 | 900 | 31.5 | 1,100 | 56.0 | 40.5 | 5.0 | 54.5 | 29.0 | 2.5 | - | - | - |
| Nissan Rogue Sport | 173 | 72 | 63 | 104 | 3,365 | 900 | 24.5 | NR | 56.0 | 41.5 | 5.0 | 53.0 | 27.0 | 4.0 | - | - | - |
| Nissan Sentra | 183 | 72 | 57 | 107 | 3,045 | 880 | 14 | NR | 56.5 | NA | NA | 54.5 | NA | NA | - | - | - |
| Nissan Titan | 228 | 80 | 77 | 140 | 5,770 | 1,435 | - | 9,390 | 63.0 | 42.0 | 6.0 | 63.0 | 31.0 | 5.5 | - | - | - |
| Nissan Versa | 177 | 69 | 57 | 103 | 2,670 | 840 | 15 | NR | 53.0 | 41.5 | 4.5 | 52.0 | 27.0 | 1.5 | - | - | - |
| Nissan Z | 167 | 73 | 52 | 100 | 3,385 | 450 | 7 | NR | 54.0 | 39.0 | 3.0 | - | - | - | - | - | - |
| Porsche 718 Boxster | 172 | 71 | 50 | 97 | 3,150 | 485 | 4 | NR | 50.0 | 42.5 | 4.0 | - | - | - | - | - | - |
| Porsche 718 Cayman | 172 | 71 | 51 | 97 | 3,055 | 680 | 10 | NR | 50.5 | NA | NA | - | - | - | - | - | - |
| Porsche 911 | 178 | 73 | 51 | 97 | 3,380 | 995 | 5 | NR | 50.0 | NA | NA | 47.0 | NA | NA | - | - | - |
| Porsche Cayenne | 194 | 78 | 67 | 114 | 4,680 | 1,475 | 32 | 7,715 | 59.0 | 42.5 | 4.5 | 55.5 | 29.0 | 2.5 | - | - | - |
| Porsche Macan | 185 | 76 | 64 | 111 | 4,415 | 1,150 | 29 | 4,410 | 56.5 | 42.0 | 4.5 | 54.5 | 25.5 | 2.0 | - | - | - |
| Porsche Panamera | 199 | 76 | 56 | 116 | 4,125 | 990 | 17 | NR | 56.5 | NA | NA | 53.0 | NA | NA | - | - | - |
| Porsche Taycan | 195 | 77 | 54 | 114 | 4,955 | 1,395 | 14 | NR | NA | NA | NA | NA | NA | NA | - | - | - |
| Ram 1500 | 233 | 82 | 78 | 145 | 5,355 | 1,690 | - | 11,340 | 65.0 | 42.0 | 6.0 | 65.0 | 33.5 | 5.5 | - | - | - |
| Subaru Ascent | 197 | 76 | 72 | 114 | 4,550 | 1,160 | 40.5 | 5,000 | 60.0 | 43.5 | 5.5 | 59.5 | 29.0 | 3.5 | 55.5 | 24.5 | 0.0 |
| Subaru BRZ | 167 | 70 | 51 | 101 | 2,770 | 700 | 7 | NR | 54.5 | 41.5 | 3.5 | 50.0 | 21.5 | 0.0 | - | - | - |
| Subaru Crosstrek | 176 | 71 | 64 | 105 | 3,190 | 900 | 27.5 | 1,500 | 56.0 | 42.0 | 5.5 | 53.5 | 29.5 | 3.5 | - | - | - |
| Subaru Forester | 182 | 72 | 68 | 105 | 3,485 | 900 | 36.5 | 1,500 | 57.0 | 43.0 | 5.0 | 55.0 | 30.0 | 3.0 | - | - | - |
| Subaru Impreza | 182 | 70 | 57 | 105 | 3,085 | 850 | 12 | NR | 56.0 | 42.5 | 5.0 | 53.5 | 29.0 | 2.5 | - | - | - |
| Subaru Legacy | 191 | 72 | 59 | 108 | 3,510 | 850 | 15 | NR | 57.5 | 42.5 | 6.5 | 56.5 | 30.0 | 2.0 | - | - | - |
| Subaru Outback | 191 | 73 | 66 | 108 | 3,915 | 900 | 37 | 3,500 | 57.0 | 42.5 | 4.5 | 57.5 | 30.0 | 5.0 | - | - | - |
| Subaru WRX | 180 | 69 | 58 | 103 | 3,320 | 850 | 11 | NR | 55.5 | 42.0 | 3.5 | 53.5 | 29.0 | 3.0 | - | - | - |
| Tesla Model 3 | 185 | 73 | 57 | 113 | 3,895 | 890 | 15 | NR | 55.5 | 42.5 | 6.0 | 52.5 | 29.0 | 3.5 | - | - | - |
| Tesla Model S | 196 | 77 | 57 | 117 | 4,595 | 890 | 32 | NR | 57.0 | 42.0 | 6.0 | 53.0 | 29.0 | 0.0 | - | - | - |
| Tesla Model X | 198 | 82 | 64 | 117 | 5,415 | 1,170 | 26 | 5,000 | 60.0 | 42.5 | 5.5 | 56.5 | 28.0 | 6.0 | 40.0 | 23.0 | 2.0 |
| Tesla Model Y | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | - | - | - |
| Toyota 4Runner | 190 | 76 | 72 | 110 | 4,665 | 1,155 | 44.5 | 5,000 | 57.5 | 41.5 | 3.5 | 57.5 | 30.0 | 4.0 | 57.5 | NA | NA |
| Toyota 86 | 167 | 70 | 51 | 101 | 2,770 | 700 | 7 | NR | 54.5 | 41.5 | 3.5 | 50.0 | 21.5 | 0.0 | - | - | - |
| Toyota Avalon | 196 | 73 | 57 | 113 | 3,680 | 940 | 16 | NR | 57.5 | 41.5 | 2.5 | 55.5 | 31.0 | 2.0 | - | - | - |
| Toyota Camry | 192 | 72 | 57 | 111 | 3,340 | 925 | 15 | NR | 56.5 | 43.0 | 4.5 | 54.5 | 31.0 | 3.5 | - | - | - |
| Toyota C-HR | 171 | 71 | 62 | 104 | 3,290 | 835 | 19.5 | NR | 54.0 | 41.5 | 4.5 | 53.0 | 27.5 | 3.0 | - | - | - |
| Toyota Corolla | 182 | 70 | 57 | 106 | 2,960 | 825 | 13 | NR | 54.0 | 42.0 | 2.5 | 53.0 | 29.5 | 1.5 | - | - | - |
| Toyota Highlander | 195 | 76 | 68 | 112 | 4,365 | 1,390 | NA | 5,000 | 59.0 | NA | NA | 58.5 | NA | NA | 55.0 | NA | NA |
| Toyota Land Cruiser | 195 | 78 | 74 | 112 | 5,855 | 1,230 | 43 | 8,200 | 61.0 | 41.5 | 3.5 | 60.5 | 31.0 | 4.5 | 56.5 | 25.0 | 1.0 |
| Toyota Mirai | 193 | 72 | 61 | 110 | 4,100 | 690 | 13 | NR | 53.5 | 41.0 | 4.0 | 52.0 | 27.0 | 2.0 | - | - | - |
| Toyota Prius | 179 | 69 | 58 | 106 | 3,080 | 825 | 22 | NR | 54.0 | 42.0 | 5.5 | 51.5 | 29.0 | 2.0 | - | - | - |
| Toyota RAV4 | 181 | 73 | 67 | 106 | 3,510 | 900 | 30.5 | 3,500 | 57.0 | 42.0 | 3.0 | 54.5 | 30.0 | 5.5 | - | - | - |
| Toyota Sequoia | 205 | 80 | 75 | 122 | 6,025 | 1,230 | 61 | 7,300 | 65.5 | 41.5 | 3.5 | 65.5 | 33.5 | 4.5 | 65.0 | 26.0 | 4.0 |
| Toyota Sienna | 201 | 78 | 71 | 119 | 4,550 | 1,290 | 70.5 | 3,500 | 64.0 | 42.0 | 5.5 | 63.5 | 35.5 | 4.0 | 60.0 | 25.0 | 3.0 |
| Toyota Supra | 173 | 73 | 51 | 97 | 3,385 | 465 | 10 | NR | 54.0 | 42.5 | 4.0 | - | - | - | - | - | - |
| Toyota Tacoma | 212 | 74 | 71 | 127 | 4,450 | 1,000 | - | 6,400 | 57.5 | 41.0 | 3.5 | 57.5 | 26.5 | 3.0 | - | - | - |
| Toyota Tundra | 229 | 80 | 76 | 146 | 5,740 | 1,395 | - | 10,000 | 64.5 | 42.5 | 5.5 | 63.0 | 28.5 | 3.5 | - | - | - |
| Toyota Yaris | 172 | 67 | 59 | 101 | 2,420 | 850 | 13 | NR | 53.0 | 41.5 | 4.0 | 47.0 | 25.0 | 1.5 | - | - | - |
| Volkswagen Arteon | 191 | 74 | 57 | 112 | 3,865 | 850 | 27 | 4,850 | 55.5 | 42.5 | 3.0 | 53.5 | 32.5 | 1.5 | - | - | - |
| Volkswagen Atlas | 198 | 78 | 70 | 117 | 4,670 | 1,215 | 50.5 | 5,000 | 61.0 | 43.0 | 6.5 | 59.5 | 32.5 | 5.0 | 53.0 | 28.0 | 1.5 |
| Volkswagen Atlas Cross Sport | 195 | 78 | 68 | 117 | NA | NA | NA | 5,000 | NA | NA | NA | NA | NA | NA | - | - | - |
| Volkswagen Golf | 168 | 71 | 57 | 104 | 3,090 | 1,005 | 24 | NR | 55.5 | 44.0 | 4.0 | 52.5 | 28.0 | 3.5 | - | - | - |
| Volkswagen GTI | 168 | 71 | 58 | 104 | 3,155 | 1,045 | 24 | NR | 55.5 | 42.5 | 4.0 | 52.5 | 27.0 | 3.5 | - | - | - |
| Volkswagen Jetta | 185 | 71 | 57 | 106 | 3,065 | 970 | 16 | NR | 55.0 | 43.5 | 4.0 | 52.5 | 30.0 | 2.5 | - | - | - |
| Volkswagen Passat | 194 | 72 | 58 | 110 | 3,320 | 925 | 16 | 1,000 | 56.0 | 42.5 | 3.5 | 55.5 | 33.0 | 3.0 | - | - | - |
| Volkswagen Tiguan | 185 | 72 | 66 | 110 | 3,860 | 1,215 | 33 | 1,500 | 56.0 | 42.5 | 6.0 | 55.0 | 32.0 | 4.0 | 48.0 | NA | NA |
| Volvo S60 | 187 | 80 | 57 | 113 | 3,740 | 890 | 12 | 2,000 | 55.5 | 42.0 | 3.0 | 53.5 | 28.0 | 2.5 | - | - | - |
| Volvo S90 | 200 | 74 | 57 | 121 | 4,085 | 950 | 14 | 3,500 | 56.0 | 42.0 | 4.0 | 54.5 | 29.0 | 4.0 | - | - | - |
| Volvo XC40 | 174 | 73 | 65 | 106 | 3,785 | 925 | 25.5 | 3,500 | 56.0 | 41.5 | 3.5 | 55.0 | 27.0 | 3.0 | - | - | - |
| Volvo XC60 | 185 | 79 | 65 | 113 | 4,150 | 950 | 34 | 3,500 | 58.0 | 43.0 | 5.0 | 56.0 | 28.5 | 4.0 | - | - | - |
| Volvo XC90 | 195 | 84 | 70 | 118 | 4,595 | 1,210 | 35 | 5,000 | 57.0 | 42.0 | 5.0 | 56.0 | 28.0 | 5.0 | 43.0 | 23.5 | 1.0 |

MEMBERSHIP BENEFIT



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